
190 PRIOR STREET (COMPLETE APPLICATION)
DE411105 - ZONE FC-1

BM/AM/PH/YM/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

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

Also Present:

A. Molaro, Urban Design & Development Planning
B. Mah, Development Services
*P. Huber, Development Services
*Y. McNeill, Heritage Planner
**A. Higginson, Development Services

*Present for DPSC June 6 only

**present for DPSC July 18 only

APPLICANT:

Christopher Bozyk Architects
#414 - 611 Alexander Street
Vancouver, BC
V6A 1E1

PROPERTY OWNER:

Prior Holdings Ltd.
#300 - 911 Homer Street
Vancouver, BC
V6B 2W6

EXECUTIVE SUMMARY

- **Proposal:** To retain, restore and rehabilitate the existing five-storey character building (the former BC Electric Railway Men's Quarters and addressed as 901 Main Street) and to incorporate a nine-storey addition to the west, providing retail use at grade and residential use in the remainder of the building. The project proposes a total of ten dwelling units and parking for six vehicles which would be accessed from Prior Street.

The owner has requested that City Council add the existing building to the Vancouver Heritage Register and grant a heritage density bonus, through a Heritage Revitalization Agreement, to be used on-site. This development application is predicated on Council's approval.

The Development Permit Board has previously indicated that they wish applications involving requests for significant additional density, or other variances only accommodated through a Heritage Revitalization Agreement, to be submitted as "preliminary development applications" in order that the Board can consider the overall form of development, use and massing in preliminary terms prior to City Council being asked to endorse the density. Although this development application was submitted as a "complete" application, staff recommend that it be treated as a "preliminary", in terms of the recommendations, conditions and process described in this report.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

Appendix F Alternate Conditions

• Issues:

1. Public Realm Interface and Parking Provision
2. Built Form and Height

• Urban Design Panel: Support

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE IN PRINCIPLE Development Application No. DE411105 as submitted, the plans and information forming a part thereof, thereby permitting the adaptive re-use of the existing building in conjunction with a new nine-storey addition, subject to the following conditions:

1.0 The complete Development Application submission must include the following:

- 1.1 design development to ensure an inviting, safe, pedestrian-oriented public realm and building treatment of the Prior Street ground-level frontage, including;
- a) provision of an enhanced high-quality public realm treatment to ensure the safety of pedestrians with clear separation of pedestrians and vehicles, through the use of landscaping treatments, including, if possible, a second row of trees, lighting, and paving patterns to the satisfaction of the General Manager of Engineering Services and the Director of Planning;
 - b) enhanced pedestrian interest with increased transparency and high-quality material treatment of the garage doors;
 - c) increased transparency of the residential entry lobby by relocating the secure bicycle parking area from the street frontage to a less prominent location within the building;
 - d) adaptability of the proposed ground level parking area and garage doors facing Prior Street for potential future commercial use; and
 - e) the undergrounding of all utilities along Prior Street (See also Standard Engineering Condition A.2.3).

Note to applicant: Public realm treatments should include consideration for special paving to commemorate the historic rail line. To allow for adaptability of the proposed grade level parking area as future commercial use, alternative parking arrangements should continue to be explored.

- 1.2 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, and Director of Legal Services, for an Operations Management Plan (OMP) regulating the use of Prior Street;

Note to applicant: The OMP would include provisions for: vehicular access; goods movement and garbage/recycling from a single location in the lane; security; any special treatments on public property, including consideration for future street car uses, drainage, etc. This will be the subject of a legal agreement, based on the City's standard encroachment agreement.

- 1.3 design development to provide four additional off-street parking spaces;

Note to applicant: To meet the minimum parking provision of ten (10) spaces recommended by staff, (see discussion on page 12) design development should explore opportunities for locating the additional required four parking spaces on-site and below-grade with access from the lane as any additional parking accessed from Prior Street is not supportable. If all of the required parking cannot be provided on-site, then a registered agreement for access to any off-site parking spaces is required to the

satisfaction of the General Manager of Engineering Services and the Director of Legal Services. See also Alternate Condition AC1.2 in Appendix F.

- 1.4 design development to the upper floors of the proposed addition to minimize its presence over the existing building to provide greater distinction between the new and old portions of the building while also achieving visual interest;

Note to applicant: Relocating the core circulation elements (stairs and elevator) further to the west and reducing the floor to floor heights of the upper two floors are possible alternative arrangements.

- 1.5 design development to provide a high quality treatment and expression to mitigate the expansiveness of the south facing blank wall;

Note to applicant: The quality of the proposed cast-in-place concrete and minor slab projections should be further enhanced with articulation and other material treatments.

- 1.6 design development to ensure liveability of the residential units, in consideration of the noise impacts associated with the high volume vehicular movement adjacent to this site, through acoustical measures;

Note to applicant: Provision of an acoustical report is required. See also Standard Condition A.3.1.

- 1.7 consideration should be given to further enhance the liveability of the units orientated towards the Georgia Street Viaduct and Prior Street off-ramp by incorporating privacy screening as part of the architectural expression of the building;

2.0 That the following conditions, in conjunction with conditions set out in Appendix A, be met prior to the issuance of the Development Permit:

- 2.1 City Council can and does approve the addition of the existing building at 901 Main Street to the Vancouver Heritage Register, and further approves the Municipal Heritage Designation of the building.

- 2.2 Owner agrees to enter into a Heritage Revitalization Agreement that authorizes the requested floor space increase and ensures the long term protection, maintenance, timely seismic upgrading and conservation of the heritage building and new building and that City Council can and does approve such agreement. [Note to Applicant: To initiate the reporting process to Council at Public Hearing the property owner(s) and City staff must agree to a draft agreement to be prepared by the City's Legal Services Department.]

- 2.3 The Designation and Heritage Agreement By-laws are enacted by Council and the Heritage Agreement is registered on title.

3.0 That the Notes to the Applicant set out in Appendix B be approved by the Board.

4.0 That the complete application be considered by the Director of Planning.

• **Technical Analysis:**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size	-	-	25 ft. x 178 ft. (nominal)
Site Area	-	-	4,449 sq. ft. (survey plan)
FSR ¹	Mixed-Use 5.0 Retail/Service Uses (except hotel) 1.0 Residential 3.0	-	Retail 0.23 Residential <u>6.46</u> Total 6.69 (existing 2.63 FSR)
Floor Area ¹	Mixed-Use 22,245 sq. ft. Retail/Service Uses (except hotel) 4,449 sq. ft. Residential 13,347 sq. ft.	-	Retail 1,040 sq. ft. Residential <u>28,752</u> sq. ft. Total 29,792 sq. ft. (existing 11,684 sq. ft.)
Balconies	Open 2,300 sq. ft. (8% x 28,752 sq. ft.)	-	Open 1,605 sq. ft.
Height ²	Outright 75 ft. Discretionary 275 ft.	-	Top of Parapet Wall 102 ft. Top of Roof Mechanical 110 ft.
Parking ³	-	Retail 1 Residential <u>22</u> Total 23	Retail 0 Residential <u>6</u> Total 6
Bicycle Parking ⁴	-	Cl. A Cl. B Retail 0 0 Residential <u>13</u> <u>0</u> Total 13 0	Cl. A Cl. B Retail 0 0 Residential to be clarified <u>0</u> Total to be clarified 0
Loading ⁵	-	Cl. B Retail n/r Residential n/r	Cl. B Retail 0 Residential 0
Amenity	5,681 sq. ft. (20% x 28,406 sq. ft.)	-	nil
Unit Type	-	-	3 - one-bedroom 6 - two-bedroom <u>1</u> - five-bedroom + den 10 units total

¹Note on FSR/Floor Area: Council's approval of a Heritage Revitalization Agreement which establishes bonus density and varies the amount of residential FSR permitted on the site will be required. (See Condition 2.2) An additional floor area of 1,386 sq. ft. (0.31 FSR) has been included to account for the pool level. This additional floor area is limited to the pool level and cannot be transferred to increase above-grade floor area.

²Note on Height: Pursuant to Section 4.3.2 of the FC-1 District Schedule, the Development Permit Board may permit an increase in the maximum height of a building to a height from 75 ft. to 275 ft. Pursuant to Section 10.11.1 of the Zoning and Development By-law, height is measured to the top of the elevator machine room/mechanical enclosure due to its width exceeding one-third of the building as measured on any elevation drawings and covers more than 10% of the roof area on which it is located. Staff support the proposed height of 110 ft. as requested. See discussion on page 8.

³**Note on Parking:** In accordance with the Parking By-law, the proposed development generates a requirement for 23 spaces, however the applicant has proposed only six vehicle spaces and requests a relaxation of the parking requirements on the basis of site constraints and in recognition of the restoration and rehabilitation of the existing building. Staff support a reduced parking requirement to no less than 10 spaces, as discussed in the Engineering Services commentary on page 12. See also Condition 1.3.

⁴**Note on Bicycle Parking:** The area indicated for bicycle parking adjacent to the vehicle parking spaces is inadequate and cannot accommodate the number of bicycle parking spaces required in Section 6 of the Parking By-law. Compliance is required. See Standard Condition A.1.2.

⁵**Note on Loading:** Loading is not required for retail use less than 1,076 sq. ft. (100 m²) and residential use less than 100 units. Therefore, there are no requirements for this proposal.

• **Legal Description**

Lot: 1
Block: 23
Plan: 184
District Lot: 196

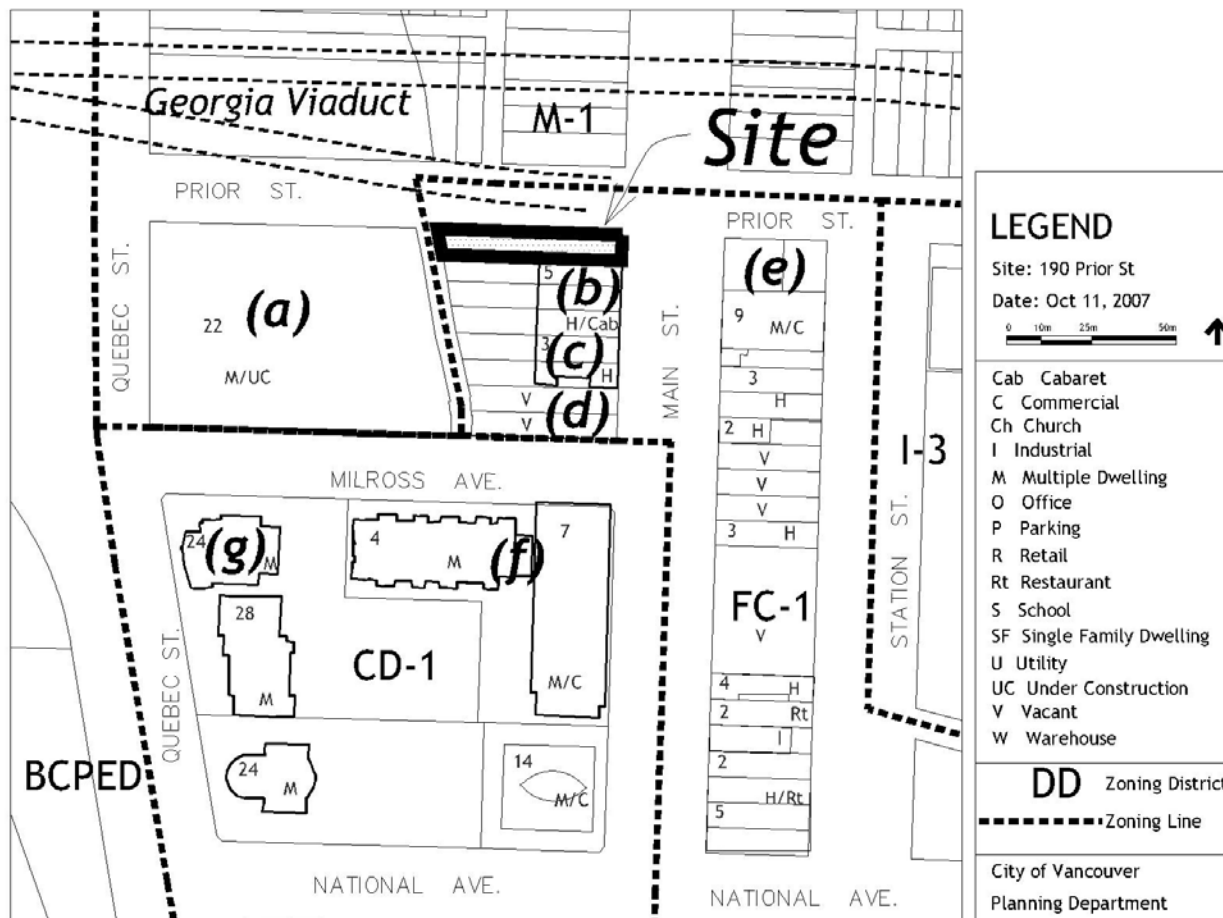
• **History of Application:**

07 02 03 Complete DE submitted
07 03 14 Urban Design Panel
07 04 16 Vancouver Heritage Commission
07 07 18 Development Permit Staff Committee

• **Site:** The site is located immediately adjacent to the Georgia Street Viaduct off-ramp and an unopened portion of Prior Street west of Main Street. To the south of the site is the Cobalt Hotel and to the west is a CD-1 high-density mixed-use residential project (Citygate). Both the adjacent Cobalt Hotel and The Source buildings [identified as (b) and (c) in the map below] are “character” buildings which are not listed on the Vancouver Heritage Register. Across the street is 906 Main Street, a nine-storey mixed use project completed in 2005, which contains the municipally-designated Bank of Montreal building.

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

- (a) 125 Milross Avenue, 22-storey residential building, under construction
- (b) 917 Main Street, Cobalt Hotel, SRA designated rooms above restaurant use
- (c) 927 Main Street, The Source Building, SRA designated rooms above retail uses
- (d) 989 Main Street, Vacant, container storage
- (e) 906 Main Street, 7-storey residential, Bank of Montreal (heritage)
- (f) 188 Milross Avenue, 7-storey institutional, retail and residential building
- (g) 120 Milross Avenue, 24-storey residential building



- **Background:** Staff held numerous “pre-application” meetings with the applicant team to discuss the proposed development of this site. Throughout the discussions, the reliance on the un-opened section of Prior Street for access to the project parking has been of particular concern. Staff have stressed that the primary function of this portion of Prior Street is for pedestrian use and enhancement of the public realm and if vehicles use is pursued, it must be carefully managed and kept to a minimum.

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

1. FC-1 District Schedule (East False Creek)

Use: Retail is an outright approval use. Residential is a conditional approval use. The Development Permit Board may approve residential use if it is of the opinion that the site is suitable.

Height: The outright height permitted is 22.9 m (75 ft.). An increase in the height of the building may be permitted, to a maximum of 83.9 m (275 ft.), provided that the Development Permit Board first considers:

- (a) overshadowing;
- (b) view obstruction; and
- (c) other environmental criteria set out in all applicable policies and guidelines adopted by Council.

Floor Space Ratio: An FSR of 5.0 is permitted and can be made up of a variety of uses. The maximum permitted FSR for residential use is 3.0. The maximum permitted FSR for retail use is 1.0.

2. East False Creek FC-1 Guidelines

The intent of the East False Creek (FC-1) Guidelines is to achieve good quality development in the area and to ensure compatibility of different uses (including residential) in a high-density mixed commercial use neighbourhood. A transition in built form is anticipated to occur between the small-scale lower buildings on the northerly part of Main Street, stepping up to higher elements near Terminal Avenue. Main Street will be defined by four- to six-storey buildings with predominately retail uses at grade and either mixed-use or residential use above.

3. Heritage Policies and Guidelines

This policy states that resources identified in the Vancouver Heritage Register have significance and that the City’s long-term goal is to protect through voluntary designation, as many resources on the Vancouver Heritage Register as possible. Further that, legal designation will be a prerequisite to granting certain bonuses and incentives.

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

1. FC-1 District Schedule (East False Creek)

Use: The intent of the FC-1 zone is to ensure compatibility of different uses, including residential in a high density mixed use neighbourhood. Retail is encouraged along street frontages and should be small-scale and serve the local community.

With respect to residential use, the area of the subject site is in transition from an industrial to a mixed-use neighbourhood. The area to the west of the subject site has been redeveloped under a CD-1 By-law and contains a 22-storey tower with a 3-5 storey townhouse podium along the Prior Street frontage. The site across Main Street was recently redeveloped for residential/commercial uses incorporating the historic bank building. Given the amount of residential projects adjacent to the subject site, staff support its redevelopment to predominately residential use.

The FC-1 mixed-use zoning was adopted in 1986. Since the early 1990s, with the Citygate development, City policy has supported the portion of FC-1 lands between Quebec and Main Street becoming primarily residential, with commercial uses only as needed along street edges. This policy has been implemented through a series of CD-1 zonings north of Terminal, as well as in the SEFC ODP adopted in 2006. This area was not included in the Metro Core study terms of reference, either as an existing, or potential jobs and employment area. Given this, staff have not required additional commercial use other than the ground floor.

Density: As noted, 5.0 FSR is the maximum permitted of which a maximum of 3.0 FSR can be allotted for residential use and a maximum of 1.0 FSR can be allotted for retail use. The 6.69 FSR proposed as part of the Heritage Agreement for this project, is almost entirely residential uses (6.46 FSR) with a small retail component (0.23 FSR) in the historic building, at grade, fronting on Main Street. Staff are supportive of the increase in FSR in terms of its urban design implications and facilitating the retention, rehabilitation and heritage designation of the character building. The increase in floor area requires Council approval. The proposal will be considered at a Public Hearing in early 2008, prior to a Complete Development Application submission.

Height: Within the District Schedule, heights are permitted up to 22.9 m (75 ft.) and may be increased to 83.9 m (275 ft.) provided consideration is given to overshadowing, view obstruction and environmental criteria. With respect to shadowing and overlook, the proposed building height of 33.53 m (110 ft.), no negative impact would be experienced on adjacent public or private space. The proposed building is oriented towards the north and overlooks the Georgia Street viaduct and off-ramp to Main Street. As the subject site is to the east of the adjacent residential complex along Quebec Street, partial shadowing from the new addition will occur in the morning on the residential properties to the west and by noon will transfer to the off-ramp north of the subject site. Staff are supportive of the increase in height, (see also Built Form and Livability comments below).

2. East False Creek FC-1 Guidelines

Built Form: Along Main Street, the guidelines seek strong street wall presence achieved with smaller scaled development, generally 4-6 storeys high, with retail at grade and residential uses above. With the retention of the historic building, the original street wall and character of Main Street is maintained, along with the views up Main Street towards the North Shore Mountains. The introduction of the 9 storey massing also provides a transition in scale between the existing building and the tower heights along Quebec Street. In addition, the guidelines also support height increases where upper stories of buildings provide architectural features that create visual interest. While the proposed west façade's slab projections, deep balconies, and frameless glass treatments generates a strong expression, especially for those travelling eastbound along the Georgia Street viaduct, the upper floors of the new building where it extends over the historic building could benefit from further design refinement to minimize its presence over the existing building. (Condition 1.4)

The guidelines also call for new development to be "shaped" to create useable courtyard spaces that are formed by buildings. Given the depth of the lots within this block, a courtyard scheme would be the likely form of development that the proposed development can provide a backdrop for the remainder of the block to develop to. The proposal provides for the future of the block without limiting its development potential, see Appendix E which illustrates a courtyard approach to the balance of the block that acknowledges both the narrow and deep lot pattern in conjunction with the desire to retain the majority of the historic character buildings fronting Main Street. Though the timeline of future development along this block is uncertain, staff believe that this proposed development will not compromise the development potential of the adjacent buildings. Nevertheless, staff are recommending design development to provide a high quality treatment to mitigate the expansiveness of the blank wall. (Condition 1.5)

Livability: This neighbourhood is affected by noise produced by high volume traffic routes located within or adjacent to the area. The guidelines note that the impact of noise must be recognized and

minimized to the greatest extent possible to ensure acceptable residential liveability by achieving an acoustical standard of 55 decibels for outside spaces and 35 decibels for interior bedrooms. Staff are recommending that the proposed development incorporate acoustic measures to achieve this minimum level of livability. (Condition 1.6)

To further address livability, given the highly visible nature of this development from the vehicles driving along the Georgia viaduct and Prior Street off-ramp staff and the Urban Design Panel support the introduction of some element of privacy screening as part of the buildings overall architectural expression. (Condition 1.7)

3. Heritage Policies and Guidelines

Council's approval will be sought to add the existing building on the subject site to the Vancouver Heritage Register in the "B" category and designate the site as a protected heritage property. In addition, Council's approval of a Heritage Agreement, containing a Heritage Revitalization Agreement and an agreement which would authorize bonus density for use on this site in exchange for the retention and restoration of the building is proposed. See Heritage Planning commentary on page 13.

Other Issues:

Prior Street and Public Realm Interface including Parking Access: As noted previously, the section of Prior Street adjacent to the subject site is currently not open to vehicular traffic. Given the narrowness of this portion of the street (ranges in width from 16 ft. to 33 ft.) and the adjacency of the Georgia Street viaduct and Main Street off-ramp, provision of an inviting high-quality pedestrian-oriented environment is considered necessary along this street frontage to ensure a pleasant, safe, pedestrian connection between Main Street and Quebec Street. In addition, this portion of Prior Street has been identified as a potential streetcar route providing a link between False Creek and points to the east in the future.

The applicant has proposed grade-level parking, inside the building, with individual garage doors (6) and driveway access from Prior Street. Throughout the pre-application process, both Planning Department and Engineering Services staff questioned the suitability of the proposed parking/access arrangement. Staff have acknowledged that there are significant physical challenges to providing on-site parking in a below-grade structure given the narrowness (25 ft.) of the site. Though staff did not rule out the potential for limited parking access from Prior Street, staff have stressed that it is the least desirable option and is contrary to achieving an inviting, animated pedestrian-oriented environment. Staff's support for this approach was predicated on the understanding that there would be a single owner to whom staff could look to quickly resolve the expected conflicts generated between pedestrian and vehicular movements within this narrow right-of-way. The rehabilitated building and new addition will contain 22 residential units and at grade retail. There is no commitment from the owner that the building will remain under his ownership as a rental building. Accordingly, future management of the right-of-way must anticipate a strata building and the difficulties of dealing with multiple owners. See Planning Department commentary on page 12.

In considering the character and design of this section of Prior Street, establishing pedestrian priority and safety within a unique public realm environment that blends pedestrians and vehicular movement, is an important objective. Staff are seeking design development to further enhance the landscaped areas and pedestrian interest in the form of street trees, lighting and special paving to commemorate the historic rail line and to strengthen the pedestrian link between Main Street and Quebec Street. Increased transparency of the ground floor building treatments, including the garage doors, is sought. Staff are also recommending arrangements for an Operations Management Plan that will regulate the use of Prior Street along with achieving parking compliance (additional four parking spaces required) for the proposal without any further impact to Prior Street. These recommendations are contained within Conditions 1.1, 1.2 and 1.3.

- **Conclusion:** This proposal has addressed and satisfied a number of design challenges inherent to this narrow lot and retention of the existing building. Further design development is sought to enhance the public realm interface along Prior Street, and the resolution and securing of an Operation Management Plan for managing the pedestrian/vehicle interface will be necessary as noted within this report.

Alternatively, if the Development Permit Board does not support the proposed grade-level parking with garage doors facing Prior Street and vehicular access from Prior Street, staff have offered alternate conditions contained within Appendix F.

URBAN DESIGN PANEL

The Urban Design Panel reviewed the application on March 14, 2007 and voted unanimously to support the proposal and congratulated the owner for such a courageous step on a difficult site. The following comments were provided:

EVALUATION: SUPPORT (6-0)

- **Introduction:** Ralph Segal, Senior Development Planner introduced the project at the corner of Main and Prior Streets. The Panel grouped around the model where Mr. Segal described the surrounding area noting various properties and developments on Main Street. The zoning is FC-1 which allows for up to 5 FSR with 3 FSR maximum for residential with the proposal asking for 6.83 FSR (inclusive of heritage density bonus). The proposal is for the refurbishment and redevelopment of 901 Main Street which was the former BC Electric Railway Men's Quarters. The form of development anticipates the possible redevelopment of the entire block and attempts to optimize the development opportunity for the subject site.

The advice of the Panel was sought specifically on the following:

- 1) Has the blank wall been properly handled?
- 2) Has the new construction been integrated with the heritage building and the surrounds?
- 3) Does the development fit into the block and the context of City Gate? (Comment on the pedestrian/public realm interface along Prior Street.)
- 4) Has the additional density and increase in height been properly handled and integrated? and
- 5) Is the car parking relaxation for six cars supportable?

Mr. Segal took questions from the Panel.

- **Applicant's Introductory Comments:** Craig Taylor, Architect, further described the project noting the existing building was not currently listed on the Heritage Register. As part of the heritage density bonusing the applicant will be seeking to add the building at 901 Main Street to the Heritage Register. Mr. Taylor stated that the new building respects the lines of the exiting building with the new floor slabs running continually through both buildings. The project consists of eight floors of residential with nine rental apartments on the third through fifth floor and the owner's principle residence on the remaining three floors. The first floor will be for commercial use with a six car garage. Mr. Taylor described the sustainable initiatives for the project noting the use of LED lighting throughout the building as well the possible use of geothermal to heat the building. Jeffery Staates, Landscape Architect, described the landscape treatment for the project noting the use of slender trees adjacent to the building as a buffer to the viaduct.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Quality construction is essential to the success of the blank wall.

- Consider solutions for animating the blank wall;
 - Consider design development to the upper two floors of the new building to better differentiate between the old and new buildings;
 - Consider solutions for additional parking;
 - Consider solutions for landscaping to improve the public realm; and
 - Consider more sustainability initiatives.
- **Related Commentary:** The Panel unanimously supported the application and congratulated the applicant and owner for such a courageous step on a difficult site.

The Panel thought the applicant had gone to some length to mitigate the expansiveness of the blank wall noting the quality of construction would be important and to keep it as simple as possible. A couple of Panel members thought it needed to be more expressive and suggested using recessed shadow lines or another elements to make it more than just a surface. Another Panel member encouraged the applicant to look at a solution for the possibility of rain water staining the wall.

The Panel agreed that the project had earned the additional density and increase in height and thought the new construction had been generally well integrated with the old building. A majority of Panel members had some concerns regarding the top two floors of the building where the addition overhangs the old building and seems overbearing and heavy. One member commented that new building should be less integrated with the old building and more stand alone. Another member suggested taking some of the mass off the old building and having a rectilinear façade on the new building. Two Panel members felt the massing was fine. The Panel noted that the building will be viewed mostly from cars coming down the Georgia Viaduct although one Panel member thought the building might be visible from a distance.

The Panel thought the integration of the public realm regarding the pedestrian and automobile was well handled. One panel member would like to see a right-of-way go through to Main Street. Regarding the garages, most of the Panel thought they were appropriate and would make a wonderful little street but thought the parking relaxation was too steep. Several Panel members were concerned about the parking and suggested there should be strategies for off-site parking or a way to get more parking spaces in the building. Also a clearer separation between the pedestrian area and parking was needed and it was suggested that there should be some kind of element such as bollards that could pop up when the entry to the garages wasn't in use.

One Panel member thought a double row of trees would improve the public realm. A couple of Panel members suggested there was an opportunity to do something rather than a typical landscape response and to do something that shows the avant-garde nature of the building. Most of the Panel liked the planters on the elevation next to the slot.

Several Panel members thought the location for the pool was a little odd but liked that it was incorporated into the building.

A couple of members were concerned about privacy issues and thought it would be a shame if the façade didn't have privacy screens. The Panel didn't want to see blinds but suggested the screens could be integrated into the building in an architectural way. Several Panel members encouraged the applicant to include more sustainable measures such as using cross ventilation and cooling that can be done passively. The Panel thought that all the detail finishes would be important to the success of the project.

- **Applicant's Response:** Mr. Taylor thanked the Panel for their constructive criticism noting the building was slated for demolition and this project will give new life to an old building.

PLANNING DEPARTMENT

Throughout the pre-application process, both Planning Department and Engineering Services staff questioned the suitability of the proposed parking/access arrangement. Staff have acknowledged that there are significant physical challenges to providing on-site parking in a below-grade structure given the narrowness (25 ft.) of the site. Though staff did not rule out the potential for limited parking access from Prior Street, staff have stressed that it is the least desirable option and is contrary to achieving an inviting, animated pedestrian-oriented environment.

Despite the constraints of this long narrow site, the preferred solution remains for the required parking to be provided in a below-grade parking structure, accessed from the lane or the adjacent site, or, through provision of parking secured off-site, in a nearby development. Staff have assessed how parking could be provided on-site within a below-grade parking facility and believe that this could be resolved through the use of a vehicle elevator, located directly off the lane. Noting that part of the limitations of providing an efficient parking arrangement within the narrow 25 ft. lot width, staff are prepared to consider a minor below-grade encroachment for the additional width required to achieve three parking spaces across the width of the site. On this basis, to address further design development of the public realm and building treatments, in addition to the required legal arrangement to accommodate this approach, staff have offered Alternate Conditions 1.1, 1.2 and 1.3 contained within Appendix F.

ENGINEERING SERVICES

Parking: The portion of the project within the existing building generates a requirement for eight (8) vehicle spaces. The new floor area generates a requirement for an additional 15 spaces, for a total of 23 spaces required. Eight vehicle spaces have been traditionally provided on-site at the rear of the building, but would be displaced by the proposed addition. If this were already a designated heritage building, (the building will be designated if the project proceeds, See Condition 2.1), it would be possible to waive the parking requirement for the heritage portion of the project, leaving a minimum of 15 spaces required for the addition.

The applicant team have been challenged by the requirement to provide the minimum required parking on this long, narrow site, having only 25 ft. of lane frontage, no usable frontage on Main Street due to the existing building, and the un-opened Prior Street flanking the site. They have explored numerous options such as elevators, stackers, and securing off-site parking. All options appear feasible, though expensive.

On the basis that this building will be designated a protected heritage property, and on the basis of site constraints and hardship, staff recommend that a minimum of ten (10) parking spaces be provided on this site. This may appear low for the amount of floor area, but it reflects a "capping" of the one extremely large dwelling unit (8,958 ft²) at two (2) spaces, with the remaining eight (8) spaces required for the other six (6), more modestly sized units. The requirement of 10 spaces is expected to reflect the real need for parking, given the site's central location with close proximity to transit services and pedestrian/bicycle routes.

Use of Prior Street to Access Parking: Planning and Engineering staff have also been troubled by the proposed use of the Prior Street frontage for access to individual garage doors serving the at-grade parking, since Prior Street is not opened to vehicular traffic, but is expected to become part of an important pedestrian and potential streetcar link between False Creek and points to the east. While experience with placing vehicle parking access on pedestrian ways is limited, some past experiences have not been favourable.

To minimize the impacts to pedestrians, therefore, staff support no more than the proposed six (6) vehicles taking access there; the additional four (4) parking spaces must either be accessed from the

lane, the adjacent site, or be secured off-site with a registered covenant arrangement. (See Standard Condition A.1.1)

An Operations Management Plan is also required to regulate the manner in which vehicles would use this portion of Prior Street. (See Condition 1.2)

Loading: As the total commercial (retail) use is less than 100 m² of gross floor area, and the residential units number fewer than 100, there are no on-site loading requirements. The applicant has not resolved, to staff's satisfaction, how goods movement and garbage/recycling (required at a single location in the lane) will be handled. These items should be included in the required Operations Management Plan noted above.

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

LANDSCAPE

This application provides an opportunity to implement a special public realm treatment for the Prior Street area to the north of the site. Landscape recommendations are noted in Appendix A.

VANCOUVER HERITAGE COMMISSION

The Commission reviewed the application on April 16, 2007 and voted unanimously to support the project with the following motion:

RESOLVED

THAT the Vancouver Heritage Commission supports the application for 901 Main Street (now 190 Prior Street) with the Statement of Significance that recommends a high "B" evaluation for the site and building.

FURTHER THAT the Vancouver Heritage Commission supports the conservation approach and proposed changes to the heritage building, noting in particular the masonry, the reversibility of the interior elements and, finally, the relationship of the heritage building to the new structure in design, scale and materials.

AND FURTHER THAT the Vancouver Heritage Commission urges the applicant, with the City's assistance, to explore all possible channels to retain the wood frame windows.

CARRIED UNANIMOUSLY

HERITAGE PLANNING

Bonus Density Request: As noted in the project description on page 1, the applicant is offering to add the "character" building at 901 Main Street to the Vancouver Heritage Register and then rehabilitate it and adaptively re-use it as part of this proposed development. In exchange for the designation and restoration work, the applicant is asking that the City support the creation of a heritage density bonus, through a Heritage Revitalization Agreement, to be used entirely on site as part of the addition to the existing building.

As part of the development application submission, a proforma analysis was submitted and has been reviewed by Real Estate Services staff in terms of the requested density bonus, who have confirmed that the bonus density amount is supportable. Heritage Planning staff will report to City Council at a Public Hearing early in 2008, requesting that Council approve the bonus density. The designation and all related legal agreements must be in place prior to permit issuance. See Conditions 2.1 through 2.3.

Heritage Significance: This building and the other character buildings on this side of Main Street were not included in the Vancouver Heritage Register (VHR) at the time of its creation in 1986. It is not understood why this block was omitted, however when viewed today, these buildings display the values that would warrant addition to the VHR. The pending review of the VHR will likely identify similar examples of buildings that have historic merit which were overlooked at the time of the creation of the VHR in 1986.

Constructed in 1913, the subject building was designed to house recreational and meeting facilities for rail yard workers of the BC Electric Railway Company. The original streetcar lines once ran along Main Street and adjacent to the building on Prior Street. The buildings design emulated an Edwardian style, popular in commercial/office buildings from that era. The historic value of the site is derived from its built form, relationship to the development of the area and its connection to the BC Electric Railway Company (an important company in the development of early Vancouver) and their architect Robert Lyon. Most of the original buildings on the block are still intact and this building contributes to the overall character of Main Street.

The original use of the building is evident in the higher ceiling heights and the double-height volume on the top floor, which was a gymnasium. A Statement of Significance along with a building evaluation was submitted to the Vancouver Heritage Commission to determine the buildings eligibility for inclusion onto the Vancouver Heritage Register (VHR). Given the buildings prominence on the block, its age and relationship to the BC Electric Company, staff and the Commission will recommend the addition to the Vancouver Heritage Register in the "B" category at an upcoming public hearing, as discussed further below. A Conservation Plan has been submitted outlining the restoration and rehabilitation of the building to predominately residential use, however revisions are required. See Standard Condition A.1.15 and related conditions A.1.16 through A.1.21.

SOCIAL PLANNING/HOUSING CENTRE/OFFICE OF CULTURAL AFFAIRS

The approved use of the building is "office"; however this building has historically housed artist studios and an artist drop in-center on the top floor. While there is no policy that requires these uses to be perpetuated on site, it is lamentable that artist spaces such as these are disappearing from the area. Cultural Services is currently developing a Cultural Facility Study and Priorities Plan, which will identify areas for development along with accompanying strategies and policy. It is anticipated that artist studios will be included within the Study.

ENVIRONMENTAL PROTECTION BRANCH

Based on the site profile submitted and an archives search no schedule 2 activities occurred on site. An erosion sediment control plan will be required at the Building Permit application stage.

PROCESSING CENTRE - BUILDING

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

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

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

VANCOUVER COASTAL HEALTH AUTHORITY

Traffic volumes, peaks and speed limits on the Georgia Viaduct and off-ramp are similar to other arterial routes within the city where similar developments have occurred. An acoustic report has been requested which will determine the level of noise in the area and based on these levels, the report will recommend exterior construction such that the interior noise level criteria as set out in the Zoning & Development By-law are met.

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

- (i) Detailed drawings of food/retail spaces are to be submitted for review by the Environmental Health Division for compliance with Health By-law #6580 and the Food Premises Regulation prior to construction;
- (ii) Details of swimming pools/hot tubs to be submitted to the Environmental Health Division and Provincial Health Engineer prior to construction;
- (iii) The garbage storage area is to be designed to minimize nuisances;
- (iv) The parking is to be adequately ventilated to prevent the build-up of noxious gases; and
- (v) All fresh-air intake portals are to be located away from driveways and parking/loading areas in order to prevent vehicle exhaust from being drawn into the building.

Standard conditions are included in Appendix A.

NOTIFICATION

Two site signs were installed on the site on April 4th, 2007. On April 10th, 2007, the City sent 497 notification letters out to surrounding property owners, advising of the proposed development. Five written responses have been received. Three were in support of the project; however one respondent in support questioned the viability of retail at grade in this area. Two others were opposed to the project noting, height concerns, the impact of the blank wall facing south and the modern expression of the addition as reasons for their opposition.

Staff Response: The FC-1 District Schedule and Design Guidelines direct all new development to supply retail at grade along Main Street.

Design development conditions have been included to mitigate the expansiveness of the south facing blank wall. The proposed addition will result in some view loss for residents in buildings to the south on Milross Avenue and National Avenue. These residents now enjoy some view to the north because of the current void at the rear of the subject site. Residents of lower buildings to the south have a view of the Georgia viaduct and trees along the off ramp. The north facing units in taller buildings to the south may lose a small part of the city view to the north because of the addition.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires a decision by the Development Permit Board. With respect to the decision of the Development Permit Board, the application requires the Board to exercise discretionary authority as delegated to the Board by Council.

With respect to the Parking By-law, the By-law gives the Director of Planning the authority to consider relaxations of the Parking By-law with regard to the provision of off-street parking and loading spaces. The By-law also gives the authority to the Development Permit Board to act on behalf of the Director of Planning. This application seeks a relaxation of the off-street parking provisions of the Parking By-law. See discussion on page 12 of this report and Condition 1.3.

The Staff Committee recommends approval in principle of this development application, subject to the conditions outlined in this report.

B. Boons
Chair, Development Permit Staff Committee

Development Planner
A. Molaro, MAIBC

Project Coordinator
B. Mah

Project Facilitator: P. Huber

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

- A.1.1 comply with bicycle parking (Class A) requirements of Section 6 (Off-street Bicycle Space Regulations) of the Parking By-law;

Note to Applicant: A larger, secured area and layout, including dimensions, of the bicycle parking spaces is required.

- A.1.2 clarify height of proposed building;

Note to Applicant: All floor elevations must be shown relative to City building grades. City building grades should be converted to Imperial measures to correspond with the plans.

- A.1.3 provide complete, detailed and fully dimensioned floor plans;

Note to Applicant: Dimensions used to calculate floor areas must be shown on all floor plans. These include all voids and exclusions. Dimensions should be measured to building faces and walls for floor area calculation purposes. Revised FSR tracing overlays are required. Mechanical spaces above base surface are to be included in FSR. Provide floor elevation of the garage slab on level 1 and layout of storage lockers in the basement. Indicate setbacks of the building from the property lines.

Mezzanine level is not defined under the Zoning and Development By-law. Level 1a should be re-labelled as level 2 and all upper levels increased by one level. Show roof overhangs (using dashed lines) above roof decks and mechanical rooms. Clarify the mechanical enclosure on the roof (penthouse plan) and show any surface parking spaces at the rear of the existing building on level 1/site plan (sheet H-1.01).

- A.1.4 clarify all open balcony areas;

Note to Applicant: Roof decks are not included in the 8% balcony areas. Decks on top of floor areas below are considered to be roof decks.

- A.1.5 label the use of all rooms and areas on floor plans, including voids and open to below spaces;

Note to Applicant: Labels such as "Beach Room" are not acceptable. Provide layout of storage lockers and mechanical equipment in the basement.

- A.1.6 provide details of the canopy on the north elevation;

- A.1.7 clarify all proposed alterations and additions to the existing building on all floor plans and elevations and the roof plan;

Note to Applicant: In addition, clarify the line of the adjacent building on the south elevation.

- A.1.8 provide grades and floor elevations relative to City building grades;

Note to Applicant: Use either all imperial or all metric measures, not a mix of both. See also Standard Engineering Condition A.2.

- A.1.9 provide complete and updated technical information/summaries under Project Statistics on the front cover sheet;
- A.1.10 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impact on the building's open space and the Public Realm;

Note to applicant: If a pad-mounted transformer is required, it should be located below grade.

- A.1.11 add note on the plans stating: "The design of the parking structure regarding safety and security measures shall be in accordance with Section 4.13 of the Parking By-law.";
- A.1.12 add a note on the plans stating: "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.";

Standard Heritage Conditions

- A.1.13 revise and resubmit the Conservation Plan to align with the restoration approach outlined with the Structural Engineers report;
- A.1.14 submit "As Built" elevation drawings of the existing building;

Note to Applicant: For each elevation drawing sheet, add the applicable corresponding "as built" condition.

- A.1.15 add the conservation and restoration approach to the applicable elevation drawing in the development application package;

Note to Applicant: Create a chart on the side of the drawing that clearly indicates the: item, existing condition, necessary action and conservation approach complete with outline specifications which are consistent with acceptable conservation techniques and technologies. This includes any cleaning, restoration or repair procedures to heritage surfaces or features.

- A.1.16 clarify on all elevations and plans which existing exterior elements are to be retained, restored, altered or removed and what is new;

Note to Applicant: If proposing replacement of existing material, provide a rationale: describe their condition; the need for replacement and the appropriateness of the proposed new material or detail.

- A.1.17 provide a signage proposal for the building including details of the location, type, number, design and colour of proposed signage;

Note to Applicant: Any future signage requires separate permits and will be subject to approval in accordance with the Sign By-law.

- A.1.18 provide a window schedule for all original and new windows proposed for the existing building; and

Note to Applicant: Materials, dimensions, opening type, finish and reference to head, sill, jamb, and window division details must be included. Clarify that all new doors and windows shall be wood frame, with true-divided lights where applicable, and shall match in appearance

and detailing with the existing windows on the building. Confirm any issues related to HPO and the retention of original windows.

- A.1.19 provide a written assurance that the services of a qualified restoration architect will be retained to provide professional services relative to all aspects, including site supervision, of the interior and exterior restoration work.

Standard Landscape Conditions

- A.1.20 provide a complete landscape plan;

Note to Applicant: The landscape plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading, lane-edge utilities such as gas meters and hydro transformers and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the landscape plan. The landscape plan should be a minimum 1:100 or 1/8" scale.

- A.1.21 add a note to the landscape plan stating: "All Public Realm Treatment to be to the satisfaction of the General Manager of Engineering Services";

- A.1.22 provide a hose bib on the Level 8 private deck;

- A.1.23 provide large scale sections (1/4"=1' or 1:50), illustrating planting depths for the north-facing planters on levels 2 through 6;

Note to Applicant: The landscape plan should indicate how these planters will be accessed and if they will be irrigated.

Crime Prevention Through Environmental Design (CPTED)

- A.1.24 locate any services such as electrical kiosks and gas meters to reduce opportunities for mischief and vandalism; and

- A.1.25 design development to reduce opportunities for graffiti on the exposed wall at parking of adjacent site.

Standard Engineering Conditions

- A.2.1 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for an Operations Management Plan regulating use of Prior Street, including:

- vehicular access;
- measures to alert pedestrians that vehicles are exiting the garages;
- measures to guard against conflicts between vehicles accessing this site and a future streetcar;
 - goods movement and garbage/recycling;
 - security;
 - special treatments on Prior Street; and
 - drainage.

Note to Applicant: This will be the subject of a registered legal agreement, based on the City's standard encroachment agreement.

A.2.2 provide a design for the Prior Street pavement and sub-grade, to the satisfaction of the General Manager of Engineering Services, to accommodate future streetcar and utilities;

A.2.3 make suitable arrangements, to the satisfaction of the General Manager of Engineering Services, for undergrounding of all existing and new overhead utilities, within Prior Street;

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

Clarify the status of your inquiries of the various utility agencies with respect to undergrounding of the overhead utilities.

A.2.4 provide additional building grades on Prior Street and corresponding design elevations at front entrance to parking space and on sidewalk in front of each parking entrance;

Note to Applicant: Re-apply for City building grades. Note: staff have began revising the building grades but the applicant must still make a formal application.

A.2.5 delete door swings, granite bollards and upright lights on Prior Street;

A.2.6 provide a 22 ft.-wide vehicle access aisle (manoeuvring aisle) with wider overhead door openings;

Note to Applicant: The placement of the building façade pilaster restricts the ability of vehicles to turn. See also Standard Engineering Condition A.2.1.

A.2.7 clarify if this project will require a pad-mounted transformer (BC Hydro) as it appears it has not been provided for on the site plan;

Note to Applicant: See also the Note to Applicant under Standard Condition A.1.10.

A.2.8 clarify garbage storage provisions within the building and provide internal access to the garbage facilities;

Note to Applicant: Detail bins and recycling containers in each room for both retail and commercial uses, ensuring independent access to the bins and recycling containers.

A.2.9 make arrangements, to the satisfaction of the General Manger of Engineering Services and Director of Legal Services, for all existing and proposed building encroachments;

Note to Applicant: Encroachments may cause problems for registration of a strata plan in the future. The applicant should contact the Land Titles Office for information in this regard.

A.2.10 make arrangements, to the satisfaction of the General Manger of Engineering Services, for a canopy application;

Note to Applicant: Canopies must be fully demountable and drain internally into the buildings drainage system.

- A.2.11 make arrangements, to the satisfaction of the General Manager of Engineering Services, for release of the easement and indemnity agreement (196716M), related to a commercial crossing, from title prior to occupancy; and

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

- A.2.12 make arrangements, to the satisfaction of the General Manger of Engineering Services, for a separate application for planting of trees on City property.

Note to Applicant: Forward a copy of the landscape plan directly to Engineering Services for review. Wait until the streetscape issues and design are finalized before submitting this application.

A.3 Standard Vancouver Coastal Health Authority Conditions

- A.3.1 submit an acoustical consultant's report which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
- A.3.2 add a note on the plans stating: "The acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations as concurred with or amended by the Medical Health Officer (Senior Environmental Health Officer)";
- A.3.3 add a note on the plans stating: "Adequate and effective acoustic separation will be provided between the commercial and residential portions of the building"; and
- A.3.4 add a note on the plans stating: "Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555".
-

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 July 18th, 2007. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
 - B.1.2 If a complete application is not submitted on or before **May 19, 2008**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
 - B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.
 - B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
 - B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.
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Processing Centre - Building comments

The following comments have been made by the Processing Centre - Building and are based on the architectural drawings prepared by Christopher Bozyk Architects Ltd. submitted on February 13, 2007 for a Development Permit application for the proposed 9-storey residential building addition to the existing building. This is a preliminary review in order to identify aspects of the proposed building design which may not conform with the requirements of Vancouver Building By-Law #9419 2007.

1. Provisions for the Disabled:

a) Enhanced Accessibility Requirements

The requirements of 3.8.2.27.4) are applicable

2. Exits ***:

a) Remoteness of exits

The two exit stairs that serve the upper floors of the building terminate at grade and disperse at the same location. They should be more distantly located.

b) Lobby used as Exit

The provisions of 3.4.4.2. are applicable for a lobby used for exiting purposes.

c) Access to exit

Doors located in a public corridor serving as access to exits are required to swing in the direction of egress travel. The single door in the corridor on Levels 2, 3 and 4 do not meet this requirement.

d) Exit separation

The west exit stair on Level 5 is not fire separated from the public corridor.

e) Exit door swing over property line

The exit door located at grade at Gridlines 7 & A should not swing over the property line more than 1'-0" (subject to Engineering Department approval).

f) Exit door swing

The ground level exit door for Stair 2 is required to swing in the direction of exit travel.

g) Number of Exits

Level 6 does not have any exits serving that floor area. Exits meeting the requirements of 3.3.4.3. are required. Pool deck level does not have any exits serving that floor area.

3. Construction Requirement

This building is required to be of non-combustible construction. This would preclude the use of cedar decking as indicated on the residential balconies.

4. Interconnected Floor Space

As Levels 5, 6 & 7 are interconnected, the provisions of 3.2.8 are applicable

5. High Rise Measures

The provisions of 3.2.6. in the Building Bylaw for Additional Measures for High Buildings are applicable for the entire project. Cross over floors complying to the provisions of 3.4.6.17. should be designated.

COMMENTS FROM PCB-FIRE

The following comments have been made by the Processing Centre - Fire and are based on the architectural drawings prepared by Christopher Bozyk Architects Ltd. Submitted on February 13, 2007 for a Development Permit application for the proposed 9-storey residential building addition to the existing heritage building. This is a preliminary review in order to identify aspects of the proposed building design which may not conform with the specific requirements of Section 3.2.5 "Provisions for Fire Fighting" of the Vancouver Building By-Law #9419 2007. It is noted that the drawings are at a fairly preliminary stage and are therefore lacking in detail. The comments below reflect this status.

1. **Roof Access**
Direct roof access is required from the floor areas immediately below (preferably by a stairway) as required by the provisions of 3.2.5.3.
2. **Standpipe requirements.**
A standpipe system meeting the requirements of 3.2.5.9. is required for this building.
3. **Fire Department Connections**
Fire department Connections meeting the requirements of 3.2.5.16. Are required.
4. **Co-ordination of Building Safety Facilities**
The provisions of 3.2.5.20 "Co-ordination of Building Safety Facilities" require that the location of firefighting installations and building safety facilities within buildings including central control facility, fire fighters' elevator and stairwells equipped with standpipes shall be coordinated with the location of the fighter' entrance. Clarification is required.

Building Permit Issuance Requirements ***

The issuance of a building permit for construction is contingent on all legal covenants and equivalencies (if necessary) being accepted and in place. Notwithstanding the foregoing, code conforming (including Planning, Engineering regulations etc.) back-up solutions shown on the building application drawings are also acceptable for the issuance of building permits.

Projects submitted under the Certified Professional Program are also required to demonstrate conformance with the Building Bylaw. In the case of phased construction, the comments above regarding equivalent/covenant approval would apply to each phase of the work proposed.

Notes:

1. Items marked with asterisks have been identified as important non-conforming Building By-law issues.
 2. All code references unless noted otherwise refer to Vancouver Building Bylaw #8057.
 3. Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response.
 4. The applicant may wish to retain the services of a 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.
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Note: Alternative Conditions are provided, should the Development Permit Board not support the proposed street level parking accessed from Prior Street. The following Alternate Conditions AC1.1, AC 1.2 and AC1.3 to replace Conditions 1.1, 1.2 and 1.3;

AC1.1 design development to ensure an inviting, pedestrian-oriented public realm and building interface by providing more active public uses replacing proposed street level parking spaces within the ground floor of the Prior Street building frontage;

- a) replacement of garage doors with high quality clear glazing treatment suitable for commercial use;*
- b) increased transparency of the residential entry lobby by relocating the secured bicycle parking area from the street frontage to a less prominent location within the building;*
- c) provision of weather protection along the length of the Prior Street frontage.*

AC1.2 design development to provide a minimum (10) parking spaces to either an on-site below-grade parking structure and/or an off-site parking location or combination thereof, including arrangements, to the satisfaction of the General Manger of Engineering Services (GMES), for a minor below-grade encroachment if required, and/or for any required parking secured at an off-site location;

Note to applicant: Alternate measures should be implemented to provide the 10 parking spaces to below-grade parking level(s) accessed from the lane, through mechanical methods (vehicle elevator), and/or a registered agreement for off-site parking spaces. If on-site below-grade parking is provided through mechanical methods, its dimensional impact to the ground level commercial frontage along Prior Street should be minimized. To accommodate adequate width for below-grade parking spaces, a minor below-grade encroachment will be considered.

AC1.3 design development to provide a high quality public realm treatment for Prior Street including a second row of trees, lighting, paving patterns and landscape treatments, to the satisfaction of the General Manager of Engineering Services (GMES);

Note to applicant: Public realm treatment should include consideration for special paving treatment commemorating the historic rail line. Arrangements shall be made, to the satisfaction of the General Manager of Engineering Services (GMES), for any public special treatments on Prior Street, including consideration for future street car uses, drainage, under grounding of utilities, etc. See also Conditions A.2.2, and A.2.3.
