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525 WEST BROADWAY (COMPLETE AFTER  
PRELIMINARY APPLICATION)  
DE408752 - ZONE C-3A

MBR/BM/AH/DK

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

October 26, 2005/November 9, 2005

**Present:**

B. Boons (Chair), Development Services\*  
M. Thomson, Engineering Services\*  
L. Gayman, Real Estate Services (10/26)  
V. Morris, Social Planning/Office of Cultural Affairs\*  
R. Whitlock, Housing Centre (10/26)  
D. Jantzen, Vancouver Coastal Health Authority\*

**Also Present:**

M.B. Rondeau, Urban Design & Development Planning\*  
B. Mah, Development Services\*  
A. Higginson, Development Services\*  
A. Molaro, City of Vancouver, Rapid Transit Office  
(10/26)

\* In attendance at both meetings

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**APPLICANT:**

Busby Perkins & Will Architects  
1220 Homer Street  
Vancouver, BC  
V6B 2W9

**PROPERTY OWNER:**

487438 B.C. Ltd.  
1700 - 1030 West Georgia Street  
Vancouver, BC  
V6E 2Y3

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**EXECUTIVE SUMMARY**

- **Proposal:** A Complete Development Application for an 8-storey mixed-use building with office, retail, restaurants and residential uses totaling 3.3 FSR, including a 10% heritage transfer of density. A transit station entrance for the Richmond-Airport-Vancouver (RAV) line is also proposed as part of this development application.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building and Fire & Rescue Services Comments (Preliminary Development Application)

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

Appendix F Minutes of Development Permit Board meeting, December 20, 2004 (PDA)

Appendix G Excerpt from the Central Broadway C-3A Urban Design Guidelines - Height

● **Issues:**

1. Proposed mechanical penthouses projecting through Guideline preserved views
2. Design of RAV station entrance at the street level
3. Setback of residential units to the west property line

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

THAT the Board APPROVE Development Application No. DE408752 as submitted, the plans and information forming a part thereof, thereby permitting the development of an 8-storey mixed-use office, residential, restaurant and retail project, subject to the following conditions:

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

- 1.1 design development to reduce the maximum elevation of the building, including the mechanical penthouses, to meet the Central Broadway C-3A Urban Design Guidelines elevation of 250 ft. and provide detailed height calculations;

**Note to Applicant:** This can be achieved by reducing the height of the roof parapets and mechanical penthouses to those shown on the preliminary development application. Detailed calculations and base surface interpolations, including the location of, and distances to, all critical points for the towers and mechanical penthouses on a site/roof plan should be provided. Show the top of parapet wall elevations for towers and elevator penthouses on the elevations and sections.

- 1.2 significant design development to provide a viable RAV station entrance on Broadway and to improve the inset retail area;

**Note to Applicant:** The proposed station entrance design is not viable and should be integrated into the retail frontage, enclosed with glass and fully visible from/to the street. The elevator should be consolidated with the stairs and escalator. (See also Standard Condition A.1.13.)

The inset retail frontage should be brought forward at least 2 ft. closer to the street. A lighting strategy should be provided for the remaining inset area including consideration of lighting on the inner row of street trees (on private property).

- 1.3 legal arrangements to secure the RAV station entrance to the satisfaction of the Director of Legal Services to include:

- a right-of-way for public access over the station entrance area;
- the preliminary fit-out of the entrance area as part of this development application, as well as the ultimate fit-out of the entrance area; and
- the future physical connection from an underground tunnel link.

**Note to Applicant:** The extent of fit-out to be completed as part of this development application is to be coordinated with the City's Rapid Transit Office, RAVCO and the RAV proponent. As the timing for construction of the underground link is not known at this time, the interim use of the entrance floor area (on the ground floor) can be retail.

- 1.4 design development to improve the public realm treatment at the corner of Broadway and Cambie Street;

**Note to Applicant:** This requires deletion of the pilon sign and the stair proposed, and provision of a sloped, barrier-free sidewalk, to be designed in coordination with Engineering Services. (See also Standard Condition A.2.7) Further, parking exhaust vents should not be located in the sidewalk area.

- 1.5 design development to provide a minimum 40 ft. setback for the residential units, from the westerly property line; and

**Note to Applicant:** The units should also strive for a more northerly orientation.

- 1.6 provision of more extensive weather protection on both Broadway and Cambie Street to extend to the inner row of trees, approximately 4 ft. into the 10 ft. setback.

**Note to Applicant:** Weather protection should be demountable. (See also Standard Condition A.2.27)

- 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 <sup>1</sup>	-	-	88,305 sq. ft. (survey plan)
FSR <sup>2</sup>	Outright 1.00  Conditional 3.00 Heritage Density (10%) <u>0.30</u> Total 3.30	-	Grocery Store 0.61 Drug Store 0.42 Restaurants 0.20 Retail Stores <u>0.12</u> Subtotal 1.35  <u>Office Uses</u> Financial Institution 0.14 Health Care Offices 0.14 General Offices <u>0.83</u> Subtotal 1.11  Residential <u>0.88</u> Subtotal 3.34 Mechanical <u>0.04</u> Total 3.38
Floor Area <sup>2</sup>	Outright 88,305 sq. ft.  Conditional 264,915 sq. ft. Heritage Density (10%) <u>26,491</u> sq. ft. Total 291,406 sq. ft.	-	Grocery Store 53,728 sq. ft. Drug Store 37,401 sq. ft. Restaurants 17,383 sq. ft. Retail Stores <u>10,195</u> sq. ft. Subtotal 118,707 sq. ft.  <u>Office Uses</u> Financial Institution 12,573 sq. ft. Health Care Offices 11,980 sq. ft. General Offices <u>73,539</u> sq. ft. Subtotal 98,092 sq. ft.  Residential <u>77,977</u> sq. ft. Subtotal 294,776 sq. ft. Mechanical <u>3,316</u> sq. ft. Total 298,092 sq. ft.
Balconies <sup>3</sup>	Open 3,119 sq. ft. Enclosed <u>3,119</u> sq. ft. Total 6,238 sq. ft.	-	Open 2,983 sq. ft. Enclosed <u>3,072</u> sq. ft. Total 6,055 sq. ft.
Height <sup>4</sup>	Outright 30.18 ft. Conditional discretionary Guideline Maximum EL 250 ft.	-	<u>Residential Tower</u> Top of Parapet Wall 98.5 ft. EL 249.9 ft. Top of Elev. Mach. Rm. 105.6 ft. EL 259.9 ft.  <u>Office Tower</u> Top of Parapet Wall 94.1 ft. EL 249.9 ft. Top of Elev. Mach. Rm. 98.1 ft. EL 259.9 ft.
Parking <sup>5</sup>	-	Grocery/Drug Stores 315 Retail/Rest./Offices 204 Health Care Offices <u>40</u> Subtotal 559 Residential <u>82</u> Total 641	Commercial - Standard 410 Small Car 123 Disability (10) <u>20</u> Subtotal 553  Residential - Standard 78

				Small Car	27				
				Disability (3)	<u>3</u>				
				Subtotal	108				
				Total	553 + 108 = 661				
	Small Car (25% max.)	162	Disability spaces	13	Small Car spaces	150			
					Disability spaces	13			
Bicycle Parking <sup>6</sup>	-		Class A	Class B	Class A	Class B			
			Retail	14	6	Retail	14		
			Office	12	6	Office	12		
			Resid.	<u>109</u>	<u>6</u>	Residential	<u>113</u>		
			Total	135	18	Total	139		
Clothing Lockers	-		Female	19		Female	38		
			Male	19		Male	32		
Loading <sup>7</sup>	-		Cl. A	Cl. B	Cl. C	Class A	Class B	Class C	
			Comm.	2	8	2	Commercial	3	
			Resid.	<u>n/r</u>	<u>n/r</u>	<u>n/r</u>	Residential	<u>0</u>	
			Total	2	8	2	Total	3	
Amenity	10,764 sq. ft. (max.)	-				4,592 sq. ft.			
Unit Type	-	-				9 - one-bedroom (TH) 32 - one-bedroom 1 - one-bedroom + den 43 - two-bedroom <u>2</u> - three-bedroom 87 units total			

<sup>1</sup>Note on Site Area: Site area includes the area of the required road dedications at the northeast corner of the site and along Cambie Street.

<sup>2</sup>Note on FSR/Floor Area: Under Section 4.7.5 of the C-3A District Schedule, the Development Permit Board may, for sites located west of Main Street, north of 16<sup>th</sup> Avenue and east of Burrard Street, permit an increase in floor space ratio where the increase results from a transfer of heritage floor space to a maximum of 10% over the total permitted floor space ratio. The proposal is seeking the maximum 10% (26,491 sq. ft.) Heritage Density Transfer with the donor site being identified as 640 West Pender Street.

Figures in the table were derived from FSR overlays date stamped "RECEIVED" August 26, 2005. Data (from e-mail) provided by the applicant on October 18, 2005 has not been used in this assessment.

Uses were not clear and plans/overlays require more consistent information and details. Proposed FSR far exceeds the maximum permitted and must be reduced to comply. Floor Area must include floors for all mechanical spaces above base surface, non-residential decks, exterior walkways and stairs/elevators at each and every level. See Standard Condition A.1.1.

<sup>3</sup>Note on Balconies: Proposed enclosed balcony floor area of 3,072 sq. ft. may not exceed the maximum 50% (6,055 sq. ft. x 50% = 3,027 sq. ft.) of the total proposed balcony floor area (6,055 sq. ft.) and must be reduced by 45 sq. ft. to comply. See Standard Condition A.1.2.

<sup>4</sup>Note on Height: The Development Permit Board may permit an increase in the building height beyond 30 ft. Under the Guidelines, the total building height, including rooftop mechanical, is limited to a maximum elevation of EL. 250 ft. The proposal exceeds the maximum elevation by 9.9 ft. Adjustments to reduce the height are sought under Condition 1.1.

<sup>5</sup>**Note on Parking:** To meet the minimum required number of parking spaces for commercial uses, 6 additional parking spaces are required. This can be achieved by reassigning some of the residential parking spaces to commercial parking spaces. The number of parking spaces proposed for residential use exceeds the minimum requirement and therefore does not need double counting of disability parking spaces. See Standard Condition A.1.7.

<sup>6</sup>**Note on Bicycle Parking:** Statistics on bicycle parking are based on the updated FSR data provided by the applicant.

<sup>7</sup>**Note on Loading:** Statistics on loading are based on the updated FSR data provided by the applicant. Engineering Services supports a relaxation from 8 Class B loading spaces to 6 Class B loading spaces, noting that one additional Class A and one additional Class C loading space has been provided above the requirement. Engineering Services is seeking one additional Class A loading space for the residential component. See Standard Condition A.2.18 and Engineering Services commentary on page 19.

**Guideline Analysis - Central Broadway C-3A Urban Design Guidelines (Fairview Slopes Sub-Area)**

	RECOMMENDED	PROPOSED
Street Wall Height		
<i>[Section 3.2(ii)]</i>	south side of West 8 <sup>th</sup> Avenue 20 ft. high allowing sun to penetrate to the front yards of the housing on the north side	The revised proposed massing, which has two forms oriented in the north-south direction, meets the intent of the guidelines and will allow sun access to West 8 <sup>th</sup> Avenue.
<i>[Section 3.2(iii)]</i>	heights between West 8th Avenue and West Broadway to fall within the winter solstice sun angle of 17 degrees measured from the north property line on West 8th Avenue	
<i>[Section 3.2]</i>	higher buildings should be oriented to maximize sun penetration and views towards the north.	

• **Legal Description**

Lots C, Plan 21853 and Lots D & E, Plan 21852, All of Block 340, D.L. 526

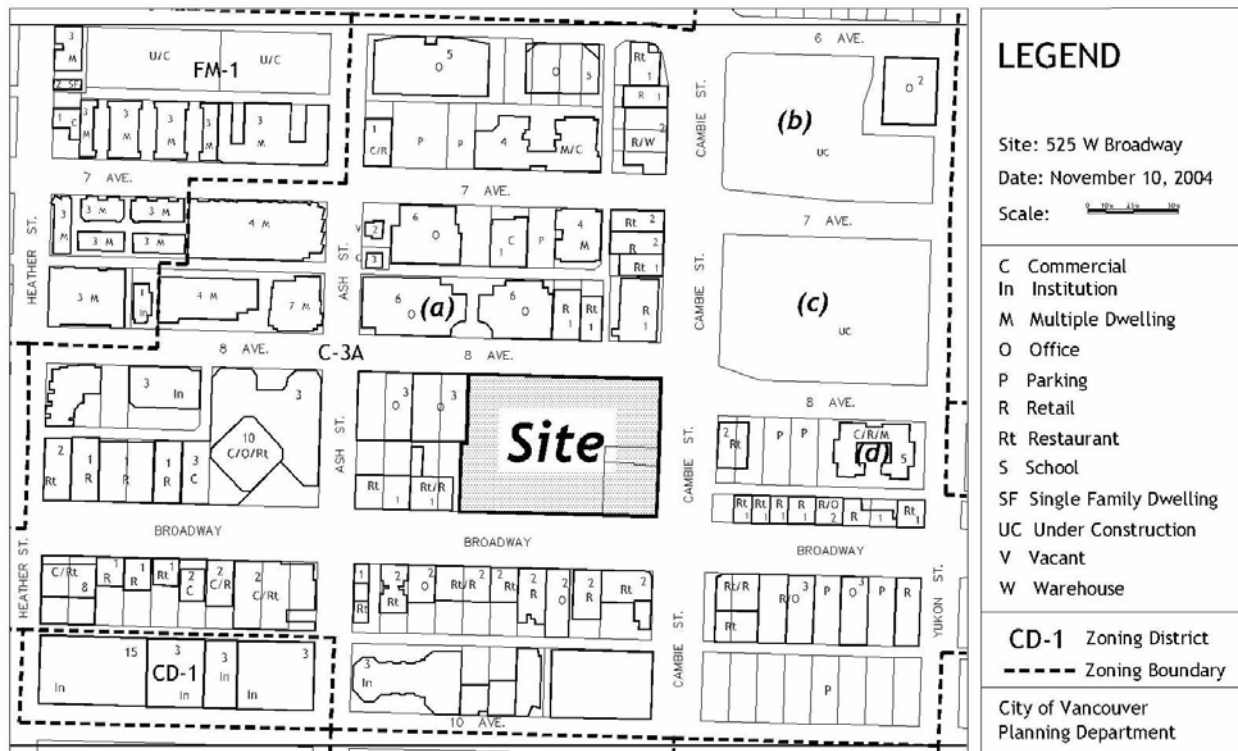
• **History of Application:**

- 04 08 16 Preliminary DE Submitted
- 04 12 20 Development Permit Board - Approval in Principle
- 05 08 26 Complete DE submitted
- 05 09 28 Urban Design Panel
- 05 10 26 Development Permit Staff Committee
- 05 11 09 Development Permit Staff Committee

• **Site:** The site is located on the northwest corner of Cambie Street and West Broadway, bordered by West 8<sup>th</sup> Avenue to the north and commercial development on private property to the west. The site slopes approximately 5.0 m (16.4 ft.) from Broadway down to West 8<sup>th</sup> Avenue. No lane exists in this block, nor is one sought by the City. There is currently a driveway crossing on each of Broadway and Cambie Streets, and two crossings on West 8<sup>th</sup> Avenue. Existing on Lot C is a complex of retail, commercial and restaurant uses and a public parking garage. A one-storey bank building occupies Lots D and E. All structures are proposed for demolition

• **Context:** The C-3A zoning extends north to West 6<sup>th</sup> Avenue and south to West 10<sup>th</sup> Avenue in this block. Immediately adjacent to the development site is a one-storey retail building with driveway access from Broadway. Significant adjacent development includes:

- (a) 555 West 8<sup>th</sup> Avenue, office building
- (b) 2290 Cambie, recently completed retail building - Canadian Tire/Best Buy
- (c) 455 West 8<sup>th</sup> Avenue, "Grosvenor", mixed-use, retail and artist live/work, under construction
- (d) 428 West 8<sup>th</sup> Avenue, "XL Lofts", mixed-use, commercial and artist live/work building



- **Background:** A Preliminary Development Application (PDA) was granted approval-in-principle by the Development Permit Board on December 20, 2004. Key issues considered at that time were:
  - provision of a Rapid Transit (RAV) station entrance and connection to station platform;
  - site massing resolution and residential livability;
  - traffic and transportation planning; and
  - public realm treatment and corner plaza.

Use Mix: This site is located within the Broadway Uptown office district. The Council-adopted Central Area Plan discourages residential uses on Broadway. On this site, given that it extends to West 8<sup>th</sup> Avenue, staff supported a minimum of 1.1 FSR office and financial institution use to meet the objectives of the Central Area Plan and this application has met this requirement.

Height: The height shown in the PDA met the intent of the Guideline suggested maximum elevation of EL 250 ft. All previous developments in this corridor have met the Guideline height provision, including their roof-top mechanical facilities. There are a number of undeveloped sites remaining in this corridor which will face the same constraints.

RAV station entrance: At least four meetings took place between the Preliminary and Complete Development Application stages where staff gave advice that the proposed design had functional issues for RAV purposes and urban design issues related to the inset retail space behind the RAV entrance. Several alternate design options were provided by City and Transit staff during this time.

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

1. C-3A District Schedule

The outright density permitted is 1.0 FSR with a maximum conditional density of 3.0 FSR in accordance with Section 4.7 of the C-3A District Schedule. In addition, the FSR may be increased through the transfer of heritage density under Section 4.7.5. The outright permitted height is 9.2 m (30.2 ft.). The height can be increased to an unspecified maximum, per Section 4.3 of the C-3A District Schedule.

2. Central Broadway C-3A Urban Design Guidelines

The Central Broadway C-3A Urban Design Guidelines (adopted in 1976) identified the Fairview Slopes Sub-area (between Cambie and Hemlock Streets) as the centre of medical/dental services in Vancouver.

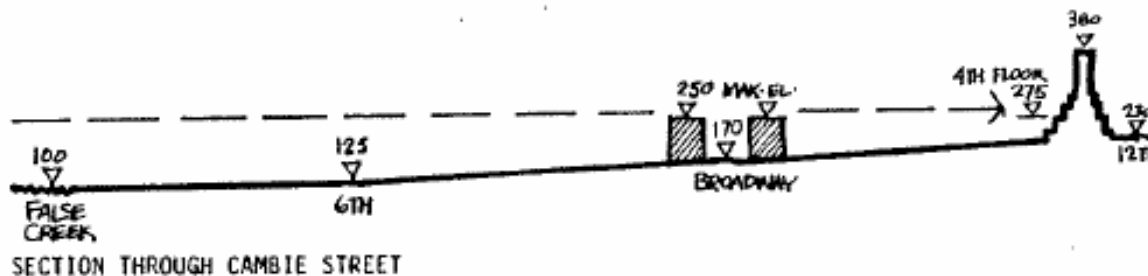
The key concepts of the Guidelines that relate to this site are:

- provision of usable open space,
- pedestrian amenity including landscaping, furnishings and street trees,
- massing to reduce impacts of views and overshadowing, and
- residential livability such as privacy.

With respect to height, there are a number of public objectives to be achieved on this site. The Central Broadway C-3A Urban Design Guidelines suggest a maximum datum elevation of EL 250 ft. (EL 48.35 m) to protect views of City Hall from downtown and the bridges crossing False Creek.



Figure 1 From Central Broadway C-3A Urban Design Guidelines



View Cone 9.1 restricts the height over the southeast corner of the site on Broadway to approximately 80 ft. (24.5 m).

A public view of the Lions from the sidewalk along Cambie Street (west side) from West 10<sup>th</sup> Avenue north to the lane also angles over the easterly side of the site. This necessitates setting the upper massing above 45 ft. (13.7 m) back from Cambie Street.

### 3. Central Area Plan (1991)

The policy related to this site recommends continuation of non-residential uses along Broadway. The creation of an Uptown office district, second to the Downtown, is identified as an important city-serving feature to create and maintain jobs and support transit ridership. The retail policy is to facilitate retail in pedestrian-oriented shopping districts. The form of the retail is to be street fronting, not a mall or underground, and a retail impact study is required for any proposals over 9 290 m<sup>2</sup> (100,000 sq. ft.). A retail market study was submitted as part of the PDA, reviewed by staff and found not to have any appreciable negative impacts on the surrounding area.

### 4. Vancouver Transportation Plan (1997)

The policy related to this site includes a target for transit ridership at 38% to reduce car use at peak hours. This emphasizes the importance of this site, located at a significant transit interchange, to contribute to transit ridership.

#### • Response to Preliminary Conditions:

- 1.1 *significant design development to improve the overall public realm character for the street setbacks and the corner of Cambie Street and West Broadway;*

*Note to Applicant: This can be achieved by relocating the stairs to the second floor restaurant out of the corner open space and by retaining a small corner plaza. The public realm, particularly on Cambie Street and West Broadway, should be enhanced with special paving, lighting and furnishing in coordination with Engineering Services. The setback at the drug store entrance could be reduced and infilled with smaller retail units. Consideration should be given to providing an art feature to enrich this corner open space. A surface right of way is requested for this setback area under condition A.2.3.*

**Applicant's Response:** The original PDP submission responded to the numerous influences on the sites perimeter but the elements lacked order and hierarchy. The current "Complete DP" submission provides hierarchy and variety to the design of the public realm. Two significant plazas are created, extending the public realm into the site creating new public amenity.

The first plaza centrally located on the Broadway frontage is book marked on the west end with a glass circulation tower which connects the street level to a second floor retail / restaurant level and the east end of the plaza is contained by the RAV station entrance. The depth of the plaza is defined by the required dimension of the RAV station entrance. This "Broadway plaza" will accommodate the extreme circulation requirements of the bus interchange, the RAV station, the second floor pedestrian circulation and will also provide the opportunity for retailers to spill out into the public realm without congesting city sidewalks.

A second plaza is located at the entrance of the Eighth Avenue retail anchor. This north plaza mediates the new street alignment of Eighth Avenue at Cambie and is designed as a forecourt to the food retailer, a space for outdoor display. Both plaza's are capped with a powerful wood and steel canopy structure and are marked by a glass elevator tower.

The Broadway facade at the corner at Broadway and Cambie has been set back to provide some additional "breathing space" at this busy intersection but also to provide a focus on the office tower lobby entrance.

Since the original PDP submission, all stairs and elevator elements have been pulled into the mass of the podium and stairs have been enclosed in glass towers to provide for visual transparency and weather protection. Along all three edges of the development, paving patterns will mediate between city street trees and the structure/fenestration of the building. A double row of street trees will be incorporated on Broadway.

**Staff Comments:** The public realm interface in the setback areas has been generally well resolved other than the RAV station entrance and the corner of Broadway and Cambie. With regard to the station entrance, see further discussion under the response to Condition 1.3, below and in the Rapid Transit Office commentary beginning on page 20.

**Corner Public Realm Treatment:** Staff have supported the applicant's proposal to significantly reduce the size of a corner plaza at Broadway and Cambie Streets, considering the extensive setbacks provided to accommodate pedestrian volumes. However, in place of the corner plaza, a pilon sign, which also appears to provide exhaust ventilation, is proposed, along with a small set of stairs behind it. Staff recommend removal of the sign and treatment of the corner with a sloped sidewalk without steps or barriers. (See Condition 1.4)

In addition, Engineering Services has established that the corner curb alignment must be altered to facilitate bus turning and requests a surface right-of-way to allow for pedestrian circulation. [See Standard Conditions A.2.7 and A.2.21(e)]

This widened street and public realm should be offset by strong building definition to provide street enclosure. An art feature has not been proposed and staff consider that the material detailing and treatments of the sidewalk, canopy and the building will achieve the desired richness for this important corner, and on the streetscapes in general. Staff have requested that the accent paving material indicated be specified as glass tile, as was discussed at the Urban Design Panel meeting. (See Standard Condition A.1.22)

*1.2 significant design development to better resolve the upper massing along West Broadway and improve livability for the residential uses;*

*Note to Applicant: This can be achieved by adjusting the upper massing in a north-south direction to allow views through, to minimize the scale of the residential massing and to better resolve residential interface with adjacent on-site and off-site (555 West Broadway)*

*office uses. More useable programmed semi-private open space should be provided for residents.*

**Applicant's Response:** The upper massing of the development has been revised from the two east-west oriented buildings of the PDP Submission, to two north-south oriented buildings. The rotation of the buildings reduces the issue of overlook between the office and the residential buildings, provides greater views through the site to the north and reduces the mass of the development on both Broadway and 8<sup>th</sup> Avenue.

**Staff Comments:** The reorientation of the massing has been well addressed. The residential building is setback from the west property line by approximately 32 ft., at the northerly end, with the living rooms of one unit per floor (6 units) facing directly west. Options for future development of the westerly sites have been reviewed and staff consider that those sites will likely amalgamate to redevelop to maximum potential. On that basis, staff recommend that a minimum 40 ft. setback be provided for the residential units. It would then be assumed that the redevelopment of the westerly sites could provide a comparable setback without undue hardship, resulting in a minimum separation of 80 ft. Staff also note that all the units facing west could be slightly reoriented to the north. (See Condition 1.5)

A well landscaped semi-private open space has been provided on the podium level for both residential and office users. Staff recommend that this space be made more useable, by providing better definition between the different users. (See Standard Condition A.1.17)

1.3 *arrangements for the provision of a rapid transit (RAV) station entrance including possible fit out within the private property boundaries at or near the northwest corner of Cambie Street and West Broadway, in consultation with the RAV proponent, RAVCO and the City's Rapid Transit Office, and to the satisfaction of the General Manager of Engineering Services, the Director of Planning and the Director of Legal Services (this space to be secured for public use and to allow future alterations to the station entrance to enable a physical connection from the underground link through a legal agreement);*

**Note to Applicant:** *The station entrance should be configured to provide a viable, enjoyable and direct transition from the connecting transit grade to the street level for transit patrons. This floor area may be excluded from floor space ratio, subject to amending the Zoning and Development By-law if necessary prior to consideration of the complete development application.*

**Applicant's Response:** An entrance to the RAV rapid transit station has been included in the proposal on Broadway. The entrance will be open, bright and contiguous with the Broadway public realm. The entry is adjacent to the Office building lobby and located so as to be immediately accessible from the bus stop on Broadway. Below grade it is anticipated the RAV entrance may have visual and / or physical access to the 8<sup>th</sup> Avenue food retailer thereby increasing activity and a sense of safety below grade.

**Staff Comments:** The development team has committed to provide a RAV station entrance, including fit-out within their private property. Although the exact grades of the tunnel link have not been fixed, the proposal reflects the most up-to-date information to facilitate a future connection.

Review of the station entrance on the street has been provided by the City's Rapid Transit Office, RAVCO and Engineering Services, in addition to Urban Design staff. All staff consider the current proposal needs further design development to achieve a viable configuration. A retail unit with a door at the top of the escalator/stair (surge area) creates a conflict in pedestrian movements. It would also compromise security during the periods of time when the transit system is closed. Several design

options were provided to the development team and staff have recommended the most functional option for the station entrance which would provide glassy frontage treatment on the street similar to a retail store. This will allow the entrance components to be consolidated into one space (the elevator is currently separated from the stair and escalator). This will also allow the deep setback in the retail unit to be brought forward approximately at least 2 ft. (See Condition 1.2)

Staff also recommend that arrangements be made to allow for the scenario where the tunnel link from the station to this proposed entrance may not have funding in time for the construction of this development proposal. In this case, staff support this space to be used as retail, as discussed on page 21. (See Condition 1.3)

- 1.4 *agreement to the satisfaction of the Director of Legal Services, in consultation with involved City staff assigned responsibility for the negotiations, for an underground link from the station entrance on the subject site to the station platform;*

*Note to Applicant: Any arrangement may require Council approval.*

**Applicant's Response:** The City of Vancouver has advised the applicant of the obligation to provide an area on site to accommodate a station entrance and to provide funds to furnish this entrance with a stair, an escalator and an elevator (as noted under condition 1.3, above). The applicant is also to provide a knock-out panel at the lower level foundation wall to facilitate access to a link to the RAV/Millennium line. The applicant has further been advised that applicant will not be required to provide any financial contributions for the design or construction of this link or any other RAV related items off site.

**Staff Comments:** Condition 1.3 recommends that arrangements be made for the immediate fit-out of the station entrance, as necessary, a public right-of-way over the station entrance to secure access, and for the future physical connection to a tunnel link. There is no recommendation that the proponent be responsible for funding the tunnel link.

- 1.5 *provision of a 3.75 m building setback from the existing property line on West Broadway and a 3.2 m building setback from the new property line on Cambie Street, for provision of an ultimate sidewalk width of 7 to 7.5 m along West Broadway and a minimum of 6.0 m along Cambie Street, subject to adjustments after review with staff of pedestrian demands, particularly for transit users, prior to the complete development application;*

*Note to Applicant: Part of this setback is to be dedicated as noted in conditions A.2.1 and A.2.2. A surface right-of way is also requested under condition A.2.3. Appendix F illustrates the setbacks sought.*

**Applicant's Response:** The required setbacks have been provided.

**Staff Comments:** Subsequent to the DPB meeting in December 2004, the applicant approached staff with a proposal to reduce the width of the required building setback along Cambie Street. The plans now submitted show the agreed-to reduction (from 3.2 m to 2.6 m), as well as the previously agreed to setbacks and dedications along Broadway and at the northeast corner of the site on West 8<sup>th</sup> Avenue. In addition, Engineering Services seeks a 3 m x 3 m corner-cut setback at Broadway and Cambie Street to facilitate bus turning, as discussed in the Engineering Services commentary on page XX. (See Standard Conditions A.2.2, A.2.3 and A.2.7).

- 1.6 *design development to the commercial street frontages through:*  
a. *emphasizing smaller scale shop fronts,*  
b. *using high quality materials such as frameless glazing system;*

- c. *distinctly detailed columns and window curbs;*
- d. *providing continuous, architecturally integrated weather protection with extensive overhangs over setbacks and streets in coordination with Engineering Services encroachment requirements (See Standard Engineering Services Conditions A.2.5 and A.2.6);*
- e. *consideration for active uses related to the grocery store frontage which may include retailing installations, customer seating or more pervasive access into the premises;*
- f. *provision of a scheme for display of grocery store products as viewed through the windows; and*
- g. *avoiding blank walls along the sidewalk.*

**Applicant's Response:** The store fronts have been designed to provide variety, rhythm and unique character along the street fronts. The retail storefronts located adjacent to the sidewalk have been designed as glass display "jewel boxes" projecting out of a stone clad podium. These "jewel box" displays are designed with a capless, four sided silicon curtain wall including a glass roof. Entrances to the retail units which feed onto the Broadway plaza are identified by highly detailed metal "entry frames" with a larger frame at the Drug Store entrance which will also incorporate back-lit glass.

Circulation towers provide access to second floor retail and restaurants. The glass enclosed elevator towers will be lit from the exterior providing landmarks along the street providing visual interest for both pedestrians and commuters.

The front doors to the office building and to the residential building are both marked by vertical massing elements which rise from the sidewalk to the tops of the towers. The lobbies are transparent to the street with the residential entrance being marked by a large cantilevered canopy which reaches out across the sidewalk.

The scale and proportion of the 8<sup>th</sup> Avenue foods store front glazing will be finer and smaller than that of the other retail storefronts more in keeping with the smaller scale of 8<sup>th</sup> Avenue. The finer grain fenestration of the food store on 8<sup>th</sup> Avenue will wrap around on Cambie distinguishing the unique character of this retailer.

Continuous rain protection is provided along Broadway, Cambie and the 8<sup>th</sup> Avenue Food store entrance. Feature canopies are provided at the entrance to the 8<sup>th</sup> Avenue residential building and the Cambie street restaurant.

Retail display windows have been introduced on Cambie at the south end of the site where headroom does not allow for a separate retail unit. The display is meant to be viewed and viewed through so from the sidewalk one may also be able to see through the display into the store below. Since the PDP submission, a separate Cambie retail unit has been added which will be a mezzanine level to the food store.

Active uses for the food store have been accommodated by the design development of the 8<sup>th</sup> Avenue plaza. The three "jewel box" shop fronts will provide the retailer with maximum potential for entrance and provide the opportunity for large format openings to the plaza. Glazed display boxes run the length of the 8<sup>th</sup> Avenue elevation of the food store and provide clear vision glass above 4'-6". This will allow the retailer to use the perimeter wall for display and eliminate the blank walls often associated with larger retailers.

**Staff Comments:** This condition has been well met, with the exception of improved weather protection, which has been recommended under Condition 1.6. Staff recommend that the applicant

complete further design development to prevent any significant obscuring of the exterior glazing. (See Standard condition A.1.15)

- 1.7 *further design development to the architectural character through the use of high quality building materials, details and treatments;*

*Note to Applicant: This can be achieved through the use of curtain wall glazing systems, building articulation such as slab extensions or translucent glass sun shades and incorporating the minimized elevator penthouses into building form with coordinated building materials and screening roof mechanical. The character of the residential form should vary from the office through varied articulation, the use of additional material palette of concrete and high quality glass and metal balcony handrails.*

**Applicant Response:** The palate of materials is rich, warm and of a high quality. The materials represented in the complete submission include basalt stone as the cladding material for the podium of the development. This dark and rich stone will be laid up in 20" X 4" blocks and will provide a distinctive and modern character for the building and will provide a dramatic counterpoint to the glass "jewel box" store fronts. Curtain wall glazing of different styles will be utilized for the commercial and office components of the development and large span window wall will be used on the residential building matching the 5'-0" module of the office glazing. A ground face brick matching the elongated proportion of the basalt blocks will be used on both the office and residential buildings. Large timber struts will provide the support for the plaza canopies. In front of the bank and at the entrance to the food store, large sculptural timber columns provide support for the wood canopy struts.

Materials are used to provide focus, variety and reinforce the projects massing. This building is located at an important intersection in the city and the building design must be of the highest quality. We believe the selected materials are a key element in making this a rich and appropriate response to this site.

**Staff Comments:** This condition has been met.

- 1.8 *design development to provide sustainable building features on private property;*

*Note to Applicant: Features such as stormwater retention, roof landscaping or reflective roof materials, including on the roofs of the tower components, and details of treatments to reduce solar gain such as sunshades should be provided.*

**Applicant Response:** During the process of refining the building design, the proponent has made the commitment to register this building with the CaGBC and proceed with its LEED certification. At this point it is anticipated the building will register a Certified rating. Some of the sustainable strategies to be utilized are increased energy performance; operable windows in the office building; heat recovery systems; water reduction measures including the use of excess ground water for irrigation; native and drought tolerant planting; green roofs or high albedo roofing materials on all roofs.

**Staff Comments:** Staff support environmentally sustainable building strategies particularly in terms of improved energy performance. This condition has been met. (See also Appendix E, 6 of 7)

- 1.9 *arrangements to the satisfaction of the Director of Legal Services in consultation with the Director of Planning for a commitment to not consolidate the two largest retail units, specifically the grocery store and the drug store;*

**Applicant Response:** A legal undertaking will be provided to ensure the two larger retail units (specifically the 8<sup>th</sup> Avenue food store and the Broadway drug store unit), will not be consolidated. (See Standard Condition A.1.14).

**Staff Comments:** Completion of suitable arrangements is recommended in Standard Condition A.1.14.

- 1.10 *arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for mitigation measures typical of the following:*
- a. *installation of a traffic signal at the intersection of Cambie Street at West 8<sup>th</sup> Avenue, with 50% of the total cost to be paid by the developer;*
  - b. *provision of left turn advance arrows on eastbound Broadway at Ash Street and on northbound Cambie Street at West 8<sup>th</sup> Avenue;*
  - c. *adjustment to the curb alignments at the intersection at West 8<sup>th</sup> Avenue lengthening the northbound left turn lane southbound;*
  - d. *provision of \$30,000 for traffic calming measures, whether temporary or permanent, in the surrounding neighbourhood to address traffic on West 8<sup>th</sup> Avenue in the Fairview Slopes neighbourhood and to address traffic on Ash Street; and*
  - e. *modification of the curb return at the southeast corner of the site to improve the turning radius for transit uses.*

**Note to Applicant:** *The above is not a complete list. Mitigation measures must be identified with further review of the traffic studies and take into account approved and future developments in the area, in consultation with the neighbours.*

**Applicant Response:** The proponent has reviewed the above traffic control and traffic calming strategies and has agreed to them as outlined. We understand the above list may not be complete and are open to discussing alternate or additional solutions with staff.

**Staff Comments:** Refer to commentary from Engineering Services on pages 19 and 20 and to Standard Condition A.2.21.

- 1.11 *design development to ensure noise impacts from restaurant outdoor seating does not impact on-site residential uses; and*

**Note to Applicant:** *The restaurants should be located facing the streets and should be treated with acoustical screens and roof covering as necessary.*

**Applicant Response:** We understand that at the intersection of such busy streets, traffic noise may be an acoustic problem. In addition, in mixed use projects such as this, conflicts between non sympathetic uses can arise. With this understanding, Brown & Strachan Associates, acoustic engineers have been engaged to study and design solutions to any acoustic issues the design present. An acoustic report has been completed and submitted as part of the complete DP submission with recommendations which will be implemented.

**Staff Comment:** There are two restaurants proposed for the second floor of the development, one at the corner of Cambie Street and West 8<sup>th</sup> Avenue and one along the Broadway frontage. The outdoor seating for the West 8<sup>th</sup> Avenue and Cambie Street location has been well separated from the residential use by the mechanical area and also has a glass canopy above. The Broadway location has an outdoor deck directly below the residential units. A glass canopy is proposed over this outdoor seating area and staff recommend that the canopy provide full horizontal enclosure above the outdoor seating to provide an acoustical buffer. (See Standard Condition A.1.11) The acoustical consultant's report has been accepted.

1.12 *design development of landscaped areas on the podium to consider northerly views between the building north of West 8<sup>th</sup> Avenue.*

**Applicant Response:** Eckford & Associates landscape architects have worked as an integral part of the design team since the PDP and have developed a podium level landscape design which manages views, providing greater openness towards the best views and creating a series of outdoor rooms where views are already compromised.

**Staff Comments:** This condition has been met, however minor improvement to the podium open spaces is recommended in Standard Condition A.1.17.

- **Other:**

Height: The height of the parapets are approximately 3 ft. higher than in the PDA. The rooftop mechanical is also approximately 4 ft. higher, for a total of approximately 7 ft. higher than the PDA. Staff suggest that these heights should be reduced back to those shown on the PDA to preserve views of the top of City Hall from the downtown. The residential mid-rise can be relatively easily resolved by reducing the floor-to-floor height to the standard 8.7 ft., thereby reducing the height by approximately 5 ft. to the parapet and correspondingly to the residential rooftop mechanical projections. This would be comparable to the height shown for the PDA. Similarly, the height of the office parapet can be reduced by several feet at the podium level and the mechanical can be substantially reduced. This will substantively meet the public view objectives, as all the other development applications in this corridor have done and to ensure that the future development proposals will also meet these requirements. (See Condition 1.1)

- **Conclusion:** Generally this proposal has responded well to the conditions prescribed at the preliminary stage and staff consider the architectural design and detailing to be excellent. Staff are confident that the main issues of height, the RAV station entrance design and the westerly residential setback can be resolved and consider this development will contribute very positively to this prominent location on Central Broadway. The increases to density and height have been earned as follows:

- provision of a fitted-out RAV station entrance;
- extensive setbacks and public realm enhancement, and reducing the number of driveways on the streets for pedestrian amenity;
- provision of massing and views, shadowing and residential livability;
- well resolved architectural detailing and high quality materials;
- traffic and transportation measures that mitigate the traffic increases; and
- sustainable building features.

On that basis, staff recommend approval of this development application.

#### URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on September 28, 2005, and provided the following comments:

**EVALUATION: Support (8-0)**

- **Introduction:** Mary Beth Rondeau, Development Planner, presented this complete after preliminary application. Ms. Rondeau noted that this is an important site at the intersection of Cambie Street and Broadway. This site is the location of a significant transit interchange adjacent to the future



RAV line which will run down Cambie Street, as well as the future millennium line extension under Broadway.

This proposal is very similar if not the same as the preliminary development application in terms of use. This is a large site with 3 streets and no lane access. In terms of height, there are many view cones and view corridors on this site so where you would expect to see significant height at such an important corner it is not possible because of the view cones.

A change from the preliminary development application is the orientation of the upper massing from east/west type shapes to a more desired north/south massing which is closer to C-3A zoning intent to allow light and views through from the north to the south. Beyond that we are looking at significant design development and refinement to the building. One condition that came out of the preliminary process was that the street interface is important and the slope on Cambie Street, as well as all of the big retail should be looked at carefully. The applicant has gotten the proposal down to 2 driveway entrances with all vehicular access coming off of West 8<sup>th</sup> Avenue. There will be glass display panels along Cambie Street and the applicant has worked hard to ensure that those will be animated. With respect to slopes on the site, the grade changes have been creatively addressed.

There are a couple of issues on Broadway such as the treatment at the corner with the slope. As you move into the site the slopes become such that stairs are required. We are not looking for a big open space just a really good street interface and resolution.

There is a significant setback area proposed on the street outside of London Drugs which totals 40 ft. from the curb to the front of the store. Staff are concerned about how well that space will function when the retail is closed.

Ms. Rondeau summarized the comments from the Development Permit Board at the preliminary development application review relating that the Board generally thought that the street wall presence was too strong and there were view issues related to the proposed massing.

Areas in which the advice of the Panel is sought include:

- comments on the street interface at the Cambie Street and Broadway corner as well as the issue of the stairs;
- comments on the proposed setback on Broadway;
- **Applicant's Opening Comments:** Peter Busby, Busby Perkins & Will Architects, briefly reviewed the scheme noting that they have separated the building from the north to the south in response to the preliminary development application comments. The view opportunities have focused on the views out and maximizing the distance between buildings.

Mr. Busby stated that the entire project uses high quality materials with the idea of creating a flowing horizontal pedestrian scale for the building. The flush, no hands glazing coming out of the solid dark plate at the Cambie Street and West 8<sup>th</sup> Avenue elevations will really showcase what is in the building.

With respect to the proposed setback issue, Mr. Busby stated that the applicant team feels strongly that it works with the anticipated crowds for this high traffic area. He also notes that continuous rain protection will be provided. In terms of signage, there will be graphic designers working on a signage package as this application moves forward.

A canopy structure is proposed that includes glass over top and underneath will have shaved wooden structures to form tree like structures that will be like pieces of sculpture. These wooden structures also support other canopy structures and serve to soften the look.

A green roof is being proposed with water collected on the roof and absorbed, dispersed and used on site. The green strategy on this project is at the developers lead with a commitment to pursue LEEDS certification, possibly with a silver certification. A commitment has also been made to use organic finishes, planting and green roofs.

Gerry Eckford, Landscape Architect, described the landscape plans and noted that he supports the applicant team's notion that the setbacks can be wider to accommodate the transit, commercial and restaurant users.

The applicant team responded to the Panel's questions.

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

- consider widening the proposed stairs at the Royal Bank/Broadway corner;
- give careful consideration to lighting and signage as the design develops;
- suggestion to consider adjustments to the residential plan form to enhance view potential and minimize overlook issues to adjacent buildings;
- recommendation to strengthen the identification and prominence of the RAV station as design development progress and discussions continue with RAV staff;
- recommendation to provide a better separation between the residential entry and parking entry;
- RAV entrance is recessed and needs a stronger identity.

- **Related Commentary:**

The Panel unanimously supported this application with some lighting concerns with respect to the proposed 40 ft. setback from the curb to the front of London Drugs. In general, the Panel found this complex program to be well resolved and well presented. It was felt that this project will set a new standard for development on Broadway; especially with the proposed 2 storey animation to the street. One Panel member stated that London drugs windows are notoriously opaque and asked the applicant to ensure that the windows are transparent and do not end up covered up.

One Panel member stated that because this is such an important corner, as a pilot project, the City should consider allowing the design team to work all the way to the corner and not be sited by the Engineering Department. Another Panel member stressed the importance of considering weather protection for people as they move from the buses to the RAV station.

There was a general consensus that the proposed streetscape is well handled and that the landscape is well integrated. It was suggested by a Panel member to consider planting at the curb where there isn't parking or bus stops; such as the use of boxwood hedge on Denman Street.

**Applicant's Response:** Mr. Busby thanked the Panel for their strong support and said that he has been given some great ideas.

## ENGINEERING SERVICES

Engineering records indicate that a historic creek (watercourse) traverses this development site. Section 6.1 of the Sewer and Watercourse By-law, requires that watercourses not be blocked, as this can cause structural damage to building foundations, cause flooding problems to adjacent property owners, cause structural damage to the foundations of adjacent buildings, and/or cause flooding/damage in city streets. The solutions to be explored range from doing nothing, (that is confirming that the proposed development will not interfere with the watercourse) to piping the watercourse around proposed building foundations. A professional engineer is required to review the applicant's design to certify that either the development will not impact the watercourse, or to recommend solutions acceptable to the General Manager of Engineering Services. (See Standard Condition A.2.4)

It is acknowledged that this matter was missed during the preliminary review of the project. Notwithstanding, the Sewer and Watercourse By-law, requires resolution of this matter.

This complete application has substantially addressed Engineering's concerns about traffic impacts, the design of the loading facility and the parking access and layout. There remain, however, some issues yet to be fully resolved.

Staff requested that the applicant's transportation consultant perform analysis additional to that submitted with the preliminary application. This was to look at intersection capacity and access volumes associated with the modified development proposal. Further review taking into account reduced moving lane availability, in particular during the afternoon base period when curb parking is permitted, was also sought. The consultant has concluded that circulation and access will be satisfactory, and that for nearly all movements during the afternoon base period the street network will perform equal to or better than during the afternoon rush period. The exception is that during the early afternoon westbound traffic near Ash Street approaches capacity, likely due to conflicts with heavy pedestrian movement, but the intersection still performs with only modest delays. Of greater concern to staff is the determination that southbound Cambie would theoretically reach capacity during the peak period. The change would be from Level of Service "C" to Level of Service "D" - which refers to the increase in the time delay experienced by a driver to clear the traffic signal from around 30 seconds (level C), to up to 60 seconds (level D). This causes the driver or pedestrian to experience a generally poor level of comfort and convenience, which may, however, be alleviated in part with review of the signal operation and curb lane adjustments to enable buses to turn more easily. Also, with arrival of RAV there may be some relief of traffic volumes. (See Standard Condition A.2.21)

This development is being required to provide a number of transportation improvements which will help address its impacts and provide significant public benefits. These include a connection to the future RAV station, improved sidewalk width along both Cambie and Broadway, and the dedication for intersection improvement at Cambie Street and West 8<sup>th</sup> Avenue. Network improvements necessary to mitigate impacts from this development, to be funded by the applicant, include modifications to the intersection of Cambie Street and West 8<sup>th</sup> Avenue with an improved alignment along West 8<sup>th</sup> Avenue, an extended left turn bay in the median on Cambie Street for northbound left turns to West 8<sup>th</sup> Avenue, and provision of a new traffic/pedestrian/cyclist signal at Cambie Street and West 8<sup>th</sup> Avenue, (the latter to be funded 50% by the development). The applicant is also responsible for providing left turn advance arrows, on eastbound Broadway at Ash Street, and on northbound Cambie Street at West 8<sup>th</sup> Avenue. (See Standard Condition A.2.21(b))

The existing curb geometry at the northwest corner of Broadway and Cambie Street is sub-standard for turning buses and requires improvement. Staff seek modification to this curb and as a result, provision of an additional 3.0 m by 3.0 m surface right-of-way to ensure that there is sufficient width of sidewalk for pedestrian movement. [See Standard Condition A.2.7 and A.2.21(e)]

The transportation consultant (NDLea) recommended provision of a Loading Management Plan (LMP). The plan should identify procedures for managing loading demand and ensuring that the scheduling of deliveries coincides with the availability of loading spaces, and in particular that the 'Class C turnaround space' is unoccupied when required to enable truck turnaround and exiting of the semi-trailer trucks in a forward direction. Routings of trucks to and from the site must also be addressed in the LMP. (See Standard Condition A.2.17)

The applicant is proposing two fewer Class B loading spaces than required under the Parking By-law. Engineering supports this relaxation, as described below, subject to provision of the additional Class 'A' and Class 'C' loading spaces included in the application and provision of a further Class 'A' loading space near the residential elevator. (See Standard Condition A.2.18).

The intention of the Class 'A' space near the residential elevator is to provide a convenient, dedicated location for service vehicles loading and unloading to the residential building. The current loading area does not provide for convenient access to the residential units. Residential moves using Class 'B' type trucks will occur on West 8<sup>th</sup> Avenue in front of the residential entrance, closest to the elevators. As such, staff seek provision of a curb bulge to ensure that the vehicle and household belongings being unloaded are separated from the driveway. [(See Standard Condition A.2.21(f)] The applicant is advised to consult the Traffic Management Branch regarding any request for the installation of on-street loading signs to facilitate residential move-in/out.

The provision of a passenger loading space, while not required for the proposed 11,579 sq. ft. of Health Care Office use indicated, is welcomed and this space might also serve courier deliveries to the offices. The provision of a secured loading space and dedicated elevator for the bank's armoured car deliveries within the P1 parking level has satisfied Engineering's requests for such measures, and the applicant should be commended, as this will take pressure off the street.

The above loading measures will provide a solution equal to or better than would the provision of two additional Class 'B' loading spaces. On that basis, Engineering Services supports the loading relaxation sought.

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

### **Rapid Transit Office**

The Broadway RAV Station, located at the intersection of West Broadway and Cambie Street will serve the city's medical/civic precinct. This precinct includes over 60,000 jobs with capacity for an additional 30,000 by 2021. The intersection is currently a major transit crossroad which will be further enhanced by the addition of a future east-west extension of the Millennium Line in addition to the RAV line.

Some of the region's busiest bus routes currently operate on Broadway and will cross the RAV line at the Broadway and Cambie station. Convenient transfers from the below grade station to surface transit services are critical. Given the importance of the connections to this station, a proposed station entrance located within this proposed development to the underground tunnel link and the RAV station is imperative. In addition, if the Millennium line is extended, the need for this entry will be critical to accommodate transit passenger movement.

The proposed station entry on the Crossroads site has an acceptable location on the Broadway frontage to serve the increase in both transit service and pedestrian activity, although the optimal location would be closer to Cambie Street. The proposed configuration of the station entrance components have several significant functional concerns. Pedestrian circulation conflicts will occur at the top of the

escalator/stair on Broadway due to the proposed retail entry and due to inadequate surge space at the top of the escalator/stair when station security is in place. Generally, the concept of an open, unsecurable station entrance as proposed is not viable. In addition, having a separate entry for the station elevator is not desirable. Staff are recommending further design development to achieve a station entry that fully meets the "station entry standards" being employed along the rest of the RAV line. (See Condition 1.2)

The design of Broadway RAV Station and platform located under Cambie Street is nearing completion. As well, the underground tunnel link between the Broadway RAV Station to the entry provided on this site is currently unfunded and there is likely to be a time delay between the completion of this development and the completion of the tunnel link.

The applicant has committed to providing the fit out of the station entrance elements on private property. Staff acknowledge that achieving the full station entry fit out at this time, given the uncertainty for the unfunded tunnel link under Broadway, could result in an unoccupied space on this important retail frontage for an unspecified period of time.

Staff are recommending a staged approach, one that would consider allowing the station entry floor area, particularly on Broadway, to be used in the interim for retail use. Once a tunnel connection has been developed, it could then be fitted out to accommodate the station entry. In order to do this, the design of the station would have to meet the standards as noted above. A volumetric statutory right of way is necessary to secure the space over the main and lower floor levels including elevator mechanical and overrun areas. It should be noted that portions of the fit-out would still be necessary. These would include structural elements such as horizontal and vertical knockout panels and basic circulation components for the elevator and escalator such as the elevator shaft and the escalator platform including provision for electrical service. The extent of fit-out to be provided as part of this development must be coordinated with and to the satisfaction of the City's Rapid Transit Office, RAVCO and the RAV proponent. Arrangements must be made to ensure that the remaining station entry components can be provided when needed. (See Condition 1.3)

#### **HOUSING CENTRE/SOCIAL PLANNING/CULTURAL AFFAIRS**

The project contains a significant number of dwelling units (45 of 87) containing two or more bedrooms which are suitable for families with children, but the proposed development has not incorporated a children's play area. Staff recommends that a play area be located so as to maximize visual surveillance and that it be secure. (See Standard Condition A.1.27)

#### **LANDSCAPE**

The redevelopment of this site provides an opportunity to create a dynamic and attractive public realm that will provide important new pathways and places for this busy urban corner. The use of detailing such as special paving patterns, pedestrian level lighting, corner treatment and street furniture will help to create a pedestrian friendly public realm.

In contrast to the public sidewalks, the amenity decks provide opportunities to experience expansive views to the north, as well as private gardens for the individual dwelling units. The proposed roof deck designs need to provide more useable semi-private outdoor space and maximize views.

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

## ENVIRONMENTAL PROTECTION BRANCH

As established at the PDA stage, the dedication of a portion of this site for road purposes requires that a soils agreement together with a Certificate of Compliance or a Determination from the Ministry of Water, Land and Air Protection, be provided. (See Standard Condition A.3.1) A sediment and erosion control plan will be required at the Building Application stage.

## PROCESSING CENTRE - BUILDING

The Preliminary Development Application was not fully reviewed for compliance with the Building By-law, but comments regarding code compliance issues were provided to the applicant at that time (See Appendix C). The Complete Development Application has not been reviewed by PC-D staff.

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 this Complete 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.

## VANCOUVER COASTAL HEALTH AUTHORITY (VCHA)

All VCHA Standard Conditions established at the PDA stage have been satisfied, including provision of and acceptance of an acoustical consultant's report. As noted at the PDA stage, the VCHA advises the applicant to take note of the following:

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

## FIRE & RESCUE SERVICES

The comments of Fire and Rescue Services, provided at the PDA stage, are contained in Appendix C attached to this report.

### APPLICANT'S PUBLIC CONSULTATION

On October 19, 2005, the proponent hosted an Open House for local residents and business operators. According to the applicant's information, approximately 50 people attended and most were "very supportive" of the proposed development. Of those who expressed concerns, the following comments were made:

- Concern that the design is not an improvement over the existing development;
- Concern regarding safety at the RAV entrance area; and
- Concern regarding additional traffic volume, noting however, that the light at 8<sup>th</sup> and Cambie would help.

Staff did not attend the Open House.

### NOTIFICATION

Three signs were installed on the site on October 7, 2005. On October 19, 2005, 1095 letters were sent to neighbouring property owners advising them of the Complete application. One response was received, from a property owner residing on Alberta Street. His concerns were as follows:

- The traffic study submitted by NDLea was insufficient;
- The significant increase in traffic generated by this and other recently-approved projects in the neighbourhood (West 7<sup>th</sup> Avenue and Cambie Street);
- The neighbourhood streets, particularly the heritage brick streets, will not stand up under a significant increase in traffic which chooses to short-cut through the neighbourhood;
- The impacts of the 5-year RAV construction timeline; and
- A request for Engineering Services to do traffic studies and provide baseline data for the neighbourhood in order to measure the impact of these developments.

### Staff Response (Engineering Services):

Staff agree that there will be an additional local traffic impact from this and other new developments near Broadway and Cambie Street. The measures required of this applicant will accommodate the new development with a minimum of impact. To protect against impacts on local residential streets, namely in Fairview Slopes, the applicant is being required to fund traffic calming measures. (See Standard Condition A.2.21) Impacts to Alberta Street south of Broadway should be imperceptible. Traffic management for the RAV Line construction is beyond the scope of the application. In the medium and longer-term, however, the RAV Line is expected to curtail car use, including by those living, working and shopping at this project and others nearby.

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 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 a relaxation of the off-street loading provisions of Section 5.1 of the Parking By-law. The Staff Committee supports the relaxations proposed, based on the commentary provided by Engineering Services on page XX???

The Staff Committee noted that while the design and public realm conditions had generally been well met through the Complete Development application, significant conditions established at the PDA stage remain outstanding. Of particular concern is the approval to construct this project over the GVS & DD sewer, which has yet to be evidenced, potentially jeopardizing the viability of the project.

The Staff Committee supports approval of the application, with the conditions as recommended in this report.

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B. Boons  
Chair, Development Permit Staff Committee

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M. B. Rondeau  
Development Planner

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B. Mah  
Project Coordinator

Project Facilitator: A. Higginson



## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

### A.1 Standard Conditions

- A.1.1 demonstrate compliance with Section 4.7 (Floor Space Ratio) of the C-3A District Schedule of the Zoning and Development By-law;

**Note to Applicant:** Provide updated, clear and consistent FSR overlays to reflect the proposed project. Uses, as well as floor areas, must match floor plans and Project Information. Clarify 'poly' lines, exclusions and distribution (assignment) of common areas to various uses on FSR overlays. Provide a rationale and detailed summaries where applicable.

Mechanical spaces located above base surface are not excludable from FSR. Clarify all mechanical spaces on rooftops. Stairs and elevators must be included in FSR at each and every level they serve, including their locations. Non-residential (restaurant) decks and open exterior walkways/circulation are not excludable from FSR. To qualify for exclusion from FSR, residential storage spaces must have a minimum dimension of 4 ft. in any direction. Small leftover spaces do not qualify.

- A.1.2 decrease the total enclosed balcony area to a maximum of 50% of excluded balcony areas and identify all open and enclosed balconies, including roof decks;

**Note to Applicant:** Delete furniture (table, chairs and desks) in all enclosed balconies. Enclosed balconies cannot be used as habitable rooms such as dens. Clarify all access from residential units to balconies and decks.

- A.1.3 provide details of balcony enclosures;

**Note to Applicant:** To qualify for an exclusion from floor space ratio (FSR) calculations, an enclosed balcony must be a distinct space separated from the remainder of the dwelling unit by walls, glass, and glazed doors (hinged or sliding), have an impervious floor surface, a flush threshold at the bottom of the door (for disabled access) large, openable windows for ventilation, and distinct exterior architectural expression. In addition, each dwelling unit should have no more than one enclosed balcony, and all balconies, both open and enclosed, should be clearly identified on the floor plans. Notation should also be made on the plans stating: "All enclosed balconies shall be designed and constructed in accordance with the Council-approved Balcony Enclosure Guidelines." Limitations on the amount of exclusions and enclosures permitted are described within the regulations of the respective District Schedule or Official Development Plan that apply to the specific site. For further details and specifications on enclosure requirements, refer to the Council-approved Balcony Enclosure Guidelines.

- A.1.4 clarify use of all areas (including rooms, voids and open spaces) and use of amenity space, including details regarding type, finishing, equipment and/or furnishings;

**Note to Applicant:** Label uses according to Section 2 (Definitions) of the Zoning and Development By-law (i.e., CRU and food store are not defined uses). A letter of undertaking, signed by the owners, shall be submitted regarding the furnishing and availability for use of the amenity space by all occupants of the building.

- A.1.5 provide detailed, complete and fully dimensioned floor plans;

**Note to Applicant:** All dimensions shown on the FSR overlays must be shown on all floor plans. These include all excluded areas. Clarify the setbacks to the building and underground parking

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structure from the property lines. Show doors on all storage rooms and closets. Clearly indicate the number of Class B bicycle spaces on levels 1 and 2 (fonts are too small to read). Mezzanines should be labeled as separate floor levels. Clarify access to future RAV transit line.

Revise and update all relevant information under Project Data to reflect proposed project. The legal description should read: Lot C, Plan 21583, and Lots D & E, Plan 21582, Block 340, District Lot 526.

Delete all signs on elevations or add a notation stating: "A separate sign application is required for all signage." Signs are regulated under the Vancouver Sign By-law. (See also Condition 1.4)

- A.1.6 demonstrate that all habitable rooms comply with Section 4.10 (Horizontal Angle of Daylight) of the C-3A District Schedule;

**Note to Applicant:** Habitable rooms facing the west property line may not comply with these requirements and may require relaxations. Deficient angles and/or distances should be clearly shown and identified.

- A.1.7 reassign 6 additional parking spaces for commercial uses and provide details of all parking spaces to comply with the applicable provisions of the Parking By-law, having particular regard to space sizes, maneuvering, height clearances, curbs, etc., including identification of all small car spaces;

**Note to Applicant:** Spaces located next to wall structures require extra width. Column sizes, spacing and encroachment into parking spaces may be permitted, subject to compliance with the City Engineer's guidelines. Minimum vertical clearance for disability spaces is 2.3 m (7.55 ft.), including all entrances, exits, drive aisles, other access and egress from those spaces. Clarify use of mechanical/storage room and thickness of security separation between residential and commercial parking in parking level P3. Provide a parking summary for each level, including a summary for bicycle spaces and dimensions of spaces and maneuvering aisles on parking level P1. Clarify the purpose and function of "Handi-dart" space on parking level P1. Renummer parking spaces correctly, noting that double counting of disability spaces only applies to the disability parking spaces for commercial uses.

- A.1.8 Provide a 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.1.9 provide details for privacy screens and the location of the pergola on the level 3 floor plan and on the landscape plan levels 3 and 4;

- A.1.10 provide a layout of the mechanical systems for the restaurant facing West Broadway;

**Note to Applicant:** It is necessary to ensure that the units and exhaust are located away from residential units located directly above.

- A.1.11 provide details of the glass canopy above the restaurant facing Broadway to ensure full horizontal enclosure for acoustical purposes;

- A.1.12 provide 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.";

- A.1.13 provide glazed vestibules for the elevators at the street level;
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- A.1.14 make arrangements, to the satisfaction of the Director of Legal Services in consultation with the Director of Planning, for a commitment to not consolidate the two largest retail units, specifically the grocery store and the drug store;
- A.1.15 design development to prevent any significant obscuring of the exterior glazing, including provision of details on the height and design of all proposed shelving units located along the retail windows facing Broadway, Cambie Street and West 8<sup>th</sup> Avenue;

#### Standard Landscape Conditions

- A.1.16 design development to the residential entrance on West 8th Avenue to provide a stronger identity;

**Note to Applicant:** See also Standard Condition A.2.21(f).

- A.1.17 design development to the third floor podium semi-private open space to provide greater definition from the private open spaces;

**Note to Applicant:** The addition of fencing with gates, low hedging or planters will provide options for the private (residential) patio users to adjust the degree of separation of the private patios from the common landscape areas. An outdoor play area for children should also be integrated, as noted under condition A.1.26.

- A.1.18 clarify the enlarged paving detail on drawing DP 7.3;

**Note to Applicant:** The half-tones used in the current submission are unreadable.

- A.1.19 relocate the inner row of trees to be placed 1 ft. inside the property line along Broadway;

**Note to Applicant:** The property line must be illustrated on the Landscape Plan.

- A.1.20 provide a large scale section (1/4"=1' or 1:50 M) illustrating the relationship of the Broadway building edge, the canopy, the double row of trees and the West Broadway curb edge;

**Note to Applicant:** The section should be located through the area where the (future) RAV tunnel connects underground with the Level 1. The section should illustrate the planting depths for the street trees to be planted over the future tunnel.

- A.1.21 provide a curb-edge planting of low hedging along Cambie Street in the outside boulevard;

- A.1.22 delete the metal tree grates and provide standard concrete tree surrounds for the proposed street trees on Cambie Street and West Broadway;

**Note to Applicant:** See also Standard Condition A.2.22.

- A.1.23 provide a material reference for the "accent paver" as glass tile;

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

- A.1.24 provide a better separation between the residential and the shared indoor amenity space by providing an additional door to the residential;

- A.1.25 design development to reduce opportunities for theft in the underground;
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**Note to Applicant:** Commercial parking users may not exit through residential parking areas.

A.1.26 design development to reduce opportunities for mischief in alcoves on West 8<sup>th</sup> Avenue;

**Note to Applicant:** Exit alcoves should not be created on the street. Door swing areas could have setbacks above or be integrated with entrance areas.

### Social Planning/Housing Centre

A.1.27 provide a secure and equipped outdoor play area suitable for children, to the satisfaction of the Director of Social Planning;

**Note to Applicant:** Refer to the City's "High Density Housing for Families with Children Guidelines". Particular care should be given to locate the play area in close visual proximity to the building's amenity room, to provide adequate fencing, a resilient play surface, and to avoiding the use of toxic plants and landscaping materials in and around the play area. A planting list should be provided to ensure that toxic plants are avoided. A list of toxic plants is available as an appendix to the City's Childcare Design Guidelines, and is available on-line, or by calling the City's Child Development Coordinator at 604.871.6042.

### A.2 Standard Engineering Conditions

A.2.1 make arrangements, to the satisfaction of the General Manager of Engineering Services and Director of Planning, for site consolidation;

A.2.2 make arrangements, to the satisfaction of the General Manager of Engineering Services and Subdivision Approving Officer, for the dedication of the east 0.61 m of the site for road widening purposes;

**Note to Applicant:** Contact Subdivision staff at 604-871-6627 or 604-873-7721 for submission requirements.

A.2.3 make arrangements, to the satisfaction of the General Manager of Engineering Services, for the dedication of a 16 m x 3.5 m corner cut on the northeast corner of the site (measured from the 0.61 m Cambie Street dedication line) for road widening purposes;

**Note to Applicant:** Contact Subdivision staff at 604-871-6627 or 604-873-7721 for submission requirements.

A.2.4 make arrangements, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for preservation of the natural watercourse that passes through the site;

**Note to Applicant:** See Engineering Services commentary on page 19.

A.2.5 secure permission to build over the existing GVS & DD right of way in the northeast corner of the site, as required by the registered right-of-way agreement (402617M);

**Note to Applicant:** Written confirmation from the GVRD is required.

A.2.6 provide a corrected topographic survey plan;

**Note to Applicant:** The submitted topographic survey plan shows the required dedications and setbacks incorrectly.

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A.2.7 provide a surface right-of-way for public access over those portions of the site between the ultimate property lines and:

- the 2.6 m building setback on Cambie Street;
- the 3.75 m building setback on Broadway;
- the building setback at northeast corner of the site (West 8<sup>th</sup> Avenue and Cambie Street); and
- an additional 3 m x 3 m 'corner-cut' area measured from the intersection of the 2.6 m building setback from Cambie Street and the 3.75 m building setback from Broadway.

**Note to Applicant:** The right-of-way is to be drawn to the satisfaction of the General Manager of Engineering Services and Director of Legal Services. The setbacks are to be 2.6 m and 3.75 m, not their imperial equivalent.

The additional 3 m x 3 m corner-cut right-of-way is to ensure adequate pedestrian space after the curb return is modified. [See Standard Condition A.2.21(e)]. Provide a detail drawing through this area to clarify that grades both on site and on public property can be developed that are consistent with City building grades and don't result in excessive slopes or cross falls.

A.2.8 correctly illustrate the building setback on drawing DP4.1;

**Note to Applicant:** The 2.6 m building setback is indicated to be from the existing Cambie Street property line, rather than the 0.61 m dedication line.

A.2.9 delete portions of large glass, steel and timber canopy encroaching over the to-be-dedicated corner-cut in the northeast corner (Cambie and West 8<sup>th</sup> Avenue) of the site;

A.2.10 setback the stairwell exit doors on West 8<sup>th</sup> Avenue to not swing over City property as shown on drawing DP5.4);

A.2.11 provide additional design grades on both sides of all entries along the property line clearly showing entries meet City building grades;

A.2.12 provide design elevations on both sides of the parking ramp at all break points and located 2 ft. off the wall along all curved sections of the main parking ramp including notation of the length of ramp at the specified slope;

A.2.13 provide improved visibility of pedestrians and motorists exiting and entering the building;

**Note to Applicant:** It is unclear if a wall or structure exists which may obstruct the visibility of pedestrians as they approach the driveway from the east. Ensure that there is a view portal or preferably no structure beyond the location of the adjacent closed door.

A.2.14 provide pavement markings and signage to mark the exit ramp for both left turning and right turning vehicles;

**Note to Applicant:** Delineate and mark each lane with appropriate directional arrows on the upper 66 ft. of ramp. The transportation consultant recommends that "careful attention will need to be given in the design stage to signage both within the parkade and approaching on the local road system" in Section 5.1 of their NDLea Traffic Impact Study.

A.2.15 provide shopping cart storage for the two major retailers in various locations within the P1 and P2 commercial parking floors;

**Note to Applicant:** The cart storage areas must be clearly noted on the plans.

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A.2.16 clarify or modify parking spaces as follows:

- a) small car space at grid line B3 must be 2.6 m (8'-6") wide;
- b) clarify the "black bar" within the Royal Bank Class A loading space, the adjacent stair and within parking space 123; and
- c) provide wheel stops in parking spaces which are perpendicular to other spaces;

A.2.17 provide a Loading Management Plan as recommended within the Transportation Consultant's study, to the satisfaction of the General Manager of Engineering Services, prior to issuance of a development permit;

**Note to Applicant:** This should identify procedures for managing loading demand and ensure that the Class C turnaround space is available all times enabling exiting of all large semi-trailer trucks in a forward direction. In addition, the Plan should describe the routings of trucks to and from the site.

A.2.18 provide a Class A loading space on parking level P1 near the residential elevator;

**Note to Applicant:** This will provide a space for small deliveries and for service vehicles for the residential units.

A.2.19 provide written confirmation that the loading facility is designed to accommodate a maximum 50 ft. long, overall length, tractor trailer, and that all proposed and future tenancies will be advised of this length of delivery vehicle restriction;

**Note to Applicant:** The crossing on West 8<sup>th</sup> Avenue and the loading facility design contemplate a maximum 50 ft. overall length and Engineering Services will not support removal of any on-street parking to facilitate truck turning should longer trucks be used. Engineering Services strongly recommends that any potential major tenants be made aware of this.

A.2.20 provide additional access stairs to the loading docks including minor adjustment to the location of one compactor;

**Note to Applicant:** Provide an additional set of stairs at grid line 2i and adjust the location of the compactor at grid line G7 closer to the adjacent structural columns to enable the provision of a last set of stairs between the compactor and the Class C loading space/turnaround aisle.

A.2.21 make arrangements, to the satisfaction of the General Manager of Engineering Services, for the following off-site improvements, to be funded at the applicant's expense unless otherwise noted;

- a) installation of a traffic signal at the intersection of Cambie Street at West 8<sup>th</sup> Avenue with 50% of the total cost to be paid by the applicant and 50% paid by the City, subject to approval of City Council;
  - b) provision of left turn advance arrows on eastbound Broadway at Ash Street and on northbound Cambie Street at West 8<sup>th</sup> Avenue, subject to approval of City Council;
  - c) re-configuration of the intersection at West 8<sup>th</sup> Avenue at Cambie Street, including adjusting the west leg alignment, while lengthening the northbound left turn lane southward on Cambie Street, subject to approval of City Council;
  - d) a commitment to provide up to \$30,000 for traffic calming measures in the surrounding neighbourhood;
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e) modification of the curb return at the northwest corner of Cambie Street and West Broadway to accommodate bus turning movements from southbound Cambie Street to westbound Broadway;

f) provision of a curb bulge at the eastern side of the parking exit on West 8<sup>th</sup> Avenue;

**Note to Applicant:** This bulge needs to be a minimum 2.5 m width and 2.0 m length and will provide a refuge area for loading and unloading for residential uses. Formal arrangements to seek an on-street zone to facilitate such loading must be made to the Traffic Management Engineer.

A.2.22 make arrangements, to the satisfaction of the General Manager of Engineering Services, for a street tree/special sidewalk application;

**Note to Applicant:** Submit a copy of the landscape plan directly to Engineering Services for review. See Also Standard Condition A.1.21.

A.2.23 relocate the bike racks shown between the West 8<sup>th</sup> Avenue crossings, to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** The bike racks should be oriented so that bicycles do not project over the property line when they are in use.

A.2.24 clarify the garbage/recycling pick-up operation for the residential use;

**Note to Applicant:** Confirmation is required that a garbage truck can pick up from the location shown.

A.2.25 clarify the small projection over the property line immediately east of the driveway on West 8<sup>th</sup> Avenue as shown on drawings DP 5.5, 5.5A, 5.6, 5.7, etc.;

**Note to Applicant:** If it is not a drawing error it should not project beyond the property line.

A.2.26 make arrangements, to the satisfaction of the General Manager of Engineering Services, for a crossing application; and

A.2.27 make arrangements, to the satisfaction of the General Manager of Engineering Services, for a canopy application.

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

A.3.1 make arrangements, to the satisfaction of the Manager of the Environmental Protection Branch and Director of Legal Services, for a soils agreement.

**Note to Applicant:** The agreement is required as a condition of the road dedication(s).

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**B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments reiterated in the Staff Committee Report dated November 9, 2005. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **May 23, 2006**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development By-law or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

**B.2 Conditions of Development Permit:**

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law within 60 days of the date of issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.4 The enclosed balconies are to be maintained at all times in accordance with the balcony enclosure details on the approved plans and are not to be used as an integral part of the interior space of the building.
- B.2.5 Amenity space of 4,592 ft<sup>2</sup>, excluded from the computation of floor space ratio, shall not be put to any other use, except as described in the approved application for the exclusion. Access and availability of the use of all amenity facilities located in this project shall be made to all residents, occupants and/or commercial tenants of the building;

AND

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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.2.6 No exposed ductwork shall be permitted on the roof or on the exterior face of the building without first receiving approval of the Director of Planning.
  - B.2.7 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
  - B.2.8 This site is affected by the Development Cost Levy By-law No. 8149. Levies will be required to be paid prior to issuance of Building Permits.
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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 Busby & Associates Architects submitted on August 13, 2004 for a Preliminary Development Permit application for the proposed 8 storey Mixed Use Development. 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 #8057.

It is noted that the drawings were very preliminary in design development and so the following comments reflect this. It is also noted that the project has the involvement of a Code Consultant indicating that this will likely be processed under the Certified Professional Program and so will not be reviewed again for future submissions.

### 1. Provisions for the Disabled

#### a) Refuge Areas

-Refuge areas are required wherever disabled access is provided. Areas of refuge are required for all exits serving underground parking levels as well as all levels of the Office floors.

#### b) Enhanced Accessibility Requirements

The requirements of 3.8.2.27.4) as described in Bulletin 2002-006-BU Enhanced Accessibility For Multi-family Residential Buildings are applicable.

#### c) Access to Disabled parking spaces

It should be pointed out that access route should provide vertical clearance of 2.3 metres from the point of access to the underground parking to the stalls for the disabled. Refer to Bulletin 2001-012-BU Parking Spaces for Persons with Disabilities.

### 2. Storage Garage Security

-Provisions for visual security in underground parking garages ( 3.3.6.7. ) require that maximum unobstructed visual access possible by means of clear wired glass in steel frames be provided in elevator vestibules, and exit vestibules and exit shafts. This appears non-existent or minimal on all underground Parking Levels.

### 3. Exits \*\*\*:

The drawings indicate that the following areas need further consideration and resolution.

Exits with respect to number, capacity, separation and remoteness. This applies to the underground parking levels as well as all commercial spaces.

### 4. Interconnected Floor Spaces \*\*\*

The residential suites are prohibited from opening into the "atrium" space.

### 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.

### 6. Building Code issues related to ALRT access as a separate "Building"

### 7. Building Permit Issuance Requirements \*\*\*

-The issuance of a building permit for construction is contingent on all legal covenants and equivalent (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.

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-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 equivalents/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.

The Applicant is to note Vancouver Building By-law requirements that are applicable for building applications received on or after August 15, 2003, regarding the provision of accessible access to all storeys. For further information, see Bulletins 2002-06-BU (July 22, 2002), and 2002-08-BU (August 28, 2002). The Applicant is to note that Vancouver Building By-law requirements that are applicable to building applications received on or after June 1, 2003, regarding new elevator devices and alterations to existing ones, which will need to conform to the new elevator code. For further information, see [www.city.vancouver.bc.ca/commsvcs/CBOFFICIAL/pdf/BCI2003-003.PDF](http://www.city.vancouver.bc.ca/commsvcs/CBOFFICIAL/pdf/BCI2003-003.PDF).

#### Fire and Rescue Services Comments

The following comments have been provided by Fire and Rescue Services and are based on the preliminary architectural drawings received on August 13, 2004 for this Development application. This is a preliminary review intended to identify areas in which the proposal may conflict with fire provisions of the Vancouver Building By-law.

- 1) Proposed 8 storey building @ NW corner of Cambie & Broadway St is a high building and MUST comply with 3.2.6. VBBL.
- 2) \* Clarification of the number of fire dept response points will be required
- 3)\*Fire Dept access is required from ALL exit stairways to ALL LEVELS of parkade (including bike/storage areas from W 8<sup>th</sup> fire dept response/residential and from W Broadway/office fire dept response) and ALL FLOOR LEVELS ABOVE.
- 4)\*Fire Fighter's Elevator to provide access to ALL FLOORS.
- 5)\*For this single building, review fire alarm system sequencing/annunciation with fire dept response to residential tower, food store, retail, office, and restaurants.

Fire Dept review/comments are based on schematic architectural drawings submitted. Further comments may be forthcoming when more detailed and complete Development Permit drawings are submitted. 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.