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1901 WYLIE STREET (PRELIMINARY APPLICATION)  
DE410693 - ZONE C3-A

RRS/BB/YMcN/AH/LH

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#### DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

##### Present on February 14, 2007:

B. Boons (Chair), Development Services  
M. Thomson, Engineering Services  
L. Gayman, Real Estate Services  
T. Driessen, Vancouver Park Board

##### Also Present:

R. Segal, Urban Design & Development Planning  
B. Balantzyan, Development Services  
A. Higginson, Development Services  
J. Ward, Heritage Planning  
A. Zacharias, Engineering Services  
Y. McNeill, Heritage Planning  
R. Mayer, Development Services

##### Present on February 28, 2007:

B. Boons (Chair), Development Services  
M. Thomson, Engineering Services  
V. Morris, Social Planning  
T. Driessen, Vancouver Park Board

##### Also Present:

R. Segal, Urban Design & Development Planning  
B. Balantzyan, Development Services  
A. Higginson, Development Services  
A. Zacharias, Engineering Services  
Y. McNeill, Heritage Planning

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#### APPLICANT:

Interform Investments Inc.  
1834 West 1<sup>st</sup> Avenue  
Vancouver, BC  
V6J 1G5

#### ARCHITECT:

Michelange Panzini  
#200 - 1110 Rue de Bleury  
Montreal, Quebec  
H2Z 1N4

#### PROPERTY OWNER:

Tri Power Developments Ltd.  
510 West Hastings Street  
Vancouver, BC  
V6B 1L8

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#### EXECUTIVE SUMMARY

- **Proposal:** To retain, restore and rehabilitate the existing "B" listed heritage building (Maynard's Building) (referenced as Bldg. 'C') to provide retail and residential uses; and to construct two new residential buildings - a 12-storey building (with ground floor retail) fronting 2<sup>nd</sup> Avenue (referenced as Bldg. 'A') and a nine-storey building fronting 1<sup>st</sup> Avenue (referenced as Bldg. 'B'). The project would contain a total of 246 dwelling units and provide three levels of underground parking.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

- **Issues:**

1. Appropriateness of proposed height increase beyond Guideline (90 ft.)
2. Whether proposed 3.3 FSR (including a heritage density relaxation of 0.3 FSR) has been "earned"

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

THAT, the Board APPROVE IN PRINCIPLE, Development Application No. DE410963 as submitted, the plans and information forming a part thereof, thereby permitting the development of a mixed-use retail/residential project, including the retention and restoration of the Maynard's Building, subject to the following:

**1.0 The Complete Development Application submission must include the following:**

- 1.1 design development to enhance the public realm treatment of the Cambie Street setback between the Cambie Bridge and Bldg. A from 2<sup>nd</sup> Avenue to 1<sup>st</sup> Avenue:

**Note to Applicant:** The intent is to achieve a generous pedestrian promenade continuing the existing Cambie Street east side setback treatment, including the double row of trees, while accommodating the requirements for Cambie Bridge maintenance. (See Standard Engineering Conditions A.4.4 and A.4.5) Better articulation of the townhouses in Bldg. A which front onto the setback area is required, including a greater sense of transition to the townhouse front doors. An expanded north plaza area that engages the future 1<sup>st</sup> Avenue Downtown Streetcar stop and South East False Creek (SEFC) plaza on the north side of 1<sup>st</sup> Avenue and pedestrian paths under the bridge to the Canada Line Olympic Station is sought. (See Standard Condition A.1.23)

- 1.2 design development to integrate the design intent of the Council-approved SEFC Public Realm Plan (illustrated on the Landscape Plan) into the streetscape treatment on the Cambie Street setback, 1<sup>st</sup> Avenue, Wylie Street and 2<sup>nd</sup> Avenue;

**Note to Applicant:** Details of the SEFC Public Realm Plan, including light fixtures, corner bulges/infiltration bulges pavers, shrub planting and other features, should be incorporated. (See also Standard Landscape Conditions in Appendix A)

- 1.3 design development to strengthen Bldg. B's architectural expression and relationship to the adjacent heritage "Best Building", as well as improving views for the "Montreux" (2055 Yukon Street) by setting back the east and west sides of its upper two floors by approximately 8 ft. each;

**Note to Applicant:** Setting back the east and west sides of the upper two floors is sought to emphasize the robust brick massing of the lower seven floors. No loss of overall floor area is envisioned.

- 1.4 design development to the atrium (between Bldgs. A and C), to improve it's usability for residents and it's relation to the Maynard's Building, including pulling forward the recessed entry closer to 2<sup>nd</sup> Avenue;

**Note to Applicant:** Creating a treed, landscaped experience is encouraged.

- 1.5 design development to improve the livability of the notably deep units in Bldg. A (2<sup>nd</sup>/3<sup>rd</sup> floors facing 2<sup>nd</sup> Avenue and Cambie Street) and Bldg. C (2<sup>nd</sup> floor);

- 1.6 design development to better articulate the façades, entries, patio retaining walls and exterior steps of the townhouses facing the Cambie Street setback, 1<sup>st</sup> Avenue and the courtyard, to create a more residential character and improved street interface;

**Note to Applicant:** See also Standard Landscape Condition A.1.20.

- 1.7 design development to refine the detailing of the brick façades to enhance their sense of solidity and depth;

- 1.8 design development to the detailing of the light-coloured panel and glass façades of Bldg. A to emphasize the clarity and sweep of their curve as distinct from the solidity of the rectilinear brick components;

**Note to Applicant:** Improved articulation to the uppermost parapet is also sought. Incorporating appropriately designed solar shading elements on the west façade is encouraged, to diminish solar heat gain.

- 1.9 design development to provide private roof patios for units in Bldg. A incorporated within the proposed extensive green roofs at levels three and ten, to enhance livability;

- 1.10 design development to simplify the massing and reduce the apparent scale of the addition to the Maynard's Building;

**Note to Applicant:** This could be achieved through changes to the design of the "grid" façade treatment, and by providing a more sympathetic scale of detailing for the proposed façade patterns and materials. As well, the proposed floor-to-floor heights of the addition should be decreased in order to reduce the overall height of the addition relative to the existing heritage façade.

- 1.11 design development to the windows and proposed fenestration pattern of the Maynard's Building; and

**Note to Applicant:** The original windows should be kept and restored where possible and the new windows should reflect the original patterning, details and materials.

- 1.12 consideration to having this development's heating supplied by the future False Creek Neighbourhood Energy Utility.

**Note to Applicant:** The applicant is encouraged to contact Chris Baber, Engineering Services, at 604.871.6027.

- 2.0 Prior to submission of the Complete Development Application the applicant must complete the following:

- 2.1 submission of a financial proforma, to the satisfaction of the Director of Real Estate Services, outlining the costs related to the conservation and seismic upgrading of the Maynard's Building;

**Note to Applicant:** The proforma is required to confirm that the additional 10% density which has been requested is justified by the designation and restoration of the building.

- 2.2 execution of a "Heritage Designation Compensation Agreement";

**Note to Applicant:** An example of the document can be obtained from the Project Facilitator.

- 2.3 obtain Council approval for the road/lane closure, purchase and sale.

**Note to Applicant:** Also see Standard Condition A.4.1

- 3.0 That the conditions set out in Appendix A be met either through the submission of a complete application, or prior to issuance of a development permit, as applicable.

- 4.0 That the complete application be dealt with by the Development Permit Board.

• **Technical Analysis:**

|                              | PERMITTED (MAXIMUM)   | REQUIRED  | PROPOSED  |
|------------------------------|---|---|---|
| Site Size                    |   |   | Irregular   |
| Site Area <sup>1</sup>       |   |   | 67,749 sq. ft.  |
| Floor Area <sup>2</sup>      | Outright 67,749 sq. ft.<br>Conditional 203,247 sq. ft.<br>Heritage Density (10%) <u>20,325 sq. ft.</u><br>Total 223,572 sq. ft. |   | Residential 203,230 sq. ft.<br>Retail <u>20,288 sq. ft.</u><br>Total 223,518 sq. ft.  |
| FSR <sup>2</sup>             | Outright 1.00<br>Conditional 3.00<br>Heritage Density (10%) <u>0.30</u><br>Total 3.30   |   | Residential 3.00<br>Retail <u>0.30</u><br>Sub-total 3.30  |
| Balconies <sup>3</sup>       | Open + Enclosed 16,258 sq. ft.<br>(8% of 203,230 sq. ft.)   |   | Open 5,908 sq. ft.<br>Enclosed <u>4,886 sq. ft.</u><br>Total 10,794 sq. ft.   |
| Height <sup>4</sup>          | Outright 30.18 ft.<br>Conditional discretionary   |   | Bldg. A ~112.0 ft.<br>Bldg. B ~ 85.0 ft.<br>Bldg. C (Maynard's) ~ 54.0 ft.  |
| Parking <sup>5</sup>         | Small car spaces (25% max.)<br>Residential 66<br>Retail 6<br>Best Bldg. <u>10</u><br>Total 82                                   | Residential 215<br>Retail <u>15</u><br>Sub-total 230<br><br>Best Bldg. <u>40</u><br>Total 270<br><br>Disability Spaces<br>Residential 6<br>Retail 1<br>Best Bldg. <u>0</u><br>Total 7 | Residential 262<br>Retail <u>24</u><br>Sub-total 286<br><br>Best Bldg. <u>41</u><br>Total 327<br><br>Small car spaces<br>Residential 18<br>Retail 6<br>Best Bldg. <u>5</u><br>Total 29<br><br>Disability spaces<br>Residential 8<br>Retail 1<br>Best Bldg. <u>1</u><br>Total 10 |
| Bicycle Parking <sup>6</sup> |   | Class A Class B<br>Residential 308 6<br>Retail <u>3</u> <u>6</u><br>Total 311 12  | Class A Class B<br>Residential 278 6<br>Retail <u>0</u> <u>6</u><br>Total 278 12  |
| Loading <sup>7</sup>         |   | Class B<br>Retail 2<br>Residential <u>1</u><br>Total 3  | Class B<br>Retail 1<br>Residential <u>1</u><br>Total 2  |
| Amenity <sup>8</sup>         | 1,000 m <sup>2</sup> max. (10,764 sq. ft.)  |   | Residential Amenity<br>2 <sup>nd</sup> floor (undefined) 2,852 sq. ft.<br>3 <sup>rd</sup> floor (undefined) <u>1,480 sq. ft.</u><br>Total 4,332 sq. ft.   |
| Unit Type                    |   |   | Townhouse 25<br>Residential Unit <u>221</u><br>Total 246  |

**Note:** The applicant should note that staff do not carry out detailed technical checks on preliminary applications. Figures shown are as supplied by the applicant.

<sup>1</sup> **Site Area:** The site area indicated by the applicant includes a portion of City road and lane which is proposed to be consolidated with the site. The site will also be subject to a subdivision to effect consolidation and road dedication prior to issuance of a development permit. The ultimate site area will be determined by that future subdivision plan. (Condition 2.3 and Standard Condition A.4.1)

<sup>2</sup> **Note on Floor Area and FSR:** Pursuant to Section 4.7.1 of the C-3A District Schedule, the Development Permit Board may permit an increase in the maximum floor space ratio (FSR) from 1.00 up to and including 3.00. In addition, Section 3.2.5 of the Zoning and Development By-law provides that the Board may relax provisions of the By-law, as discussed on page 8. The statistics provided by the applicant indicate a total FSR of 3.30. Standard Condition A.1.1 seeks clarification and confirmation of FSR.

<sup>3</sup> **Note on Balconies:** To qualify for FSR exclusion, enclosed balconies must be shown as distinct spaces separated from the remainder of the suite by walls and glazing. Standard Condition A.1.5 seeks details of balcony enclosures.

<sup>4</sup> **Note on Height:** Pursuant to Section 4.3.2 of the C-3A District Schedule, the Development Permit Board may permit an increase in the maximum height of a building beyond 30 ft. to an unspecified maximum. The Cambie Street (East Side) C-3A Guidelines suggest a maximum height of 90 ft. in this area. Staff support the height of Bldg. A as requested. Standard Condition A.1.3 seeks clarification of the proposed height.

<sup>5</sup> **Note on Parking:** The required parking has been computed incorrectly by the applicant. Standard Condition A.1.8 directs the applicant to the appropriate sections of the Parking By-law. Forty (40) parking stalls are currently reserved and secured on this site for the building at 368 West 1<sup>st</sup> Avenue (Best Building) through a covenant. This restriction will remain in effect.

<sup>6</sup> **Note on Bicycles:** The proposed development has a shortfall of Class A bicycle spaces. Standard Condition A.1.12 seeks compliance. Although the required Class B bicycle spaces have been provided, they should be re-located from the interior of the building to a more readily visible spot. See Standard Condition A.1.14.

<sup>7</sup> **Note on Loading:** The proposed retail area in the Maynard's Building is exempt from a loading requirement per Section 5.1.8 of the Parking By-law. The applicant's request for relaxation of one Class B loading space for the retail in the new development is not supported by Engineering Services staff. Standard Condition A.1.11 seeks compliance, but provides an opportunity for the applicant to explore alternate arrangements which could satisfy the retail loading requirements.

<sup>8</sup> **Note on Amenity:** Standard Conditions A.1.6 and A.1.28 seek clarification of the proposed uses, programs and furnishings of the proposed amenity rooms throughout the development.

• **Technical Analysis - Cambie Street C-3A Guidelines:**

|   | RECOMMENDED  | PROPOSED   |
|---|--|--|
| Section 2.4 Views                             | Three view cones affect this site, limiting building height to approx. 188 ft. | The proposed height of approx. 112 ft. for the development is well under the height limit. |
| Section 4.3 Height                            |  |  |
| Height @ 25.0 ft. setback from Cambie St. P/L | 30.0 ft.   | ~ 24.0 ft.   |
| Height @ 50.0 ft. setback from Cambie St. P/L | 90.0 ft.   | ~112.0 ft.   |
| Section 4.4 Front Yard (Cambie St.)           | 25.0 ft.   | 26.5 ft.   |

● **Legal Description**

Lot B, Plan 12940; Lot A, Plan 6163;  
 Lots 7, 8 and 9, Plan 5832; Lot D, Plan  
 13533; Lot C, Exc. Pt. in Ex. Pl. 17673,  
 Plan 13533; all of Block 2, D.L. 302

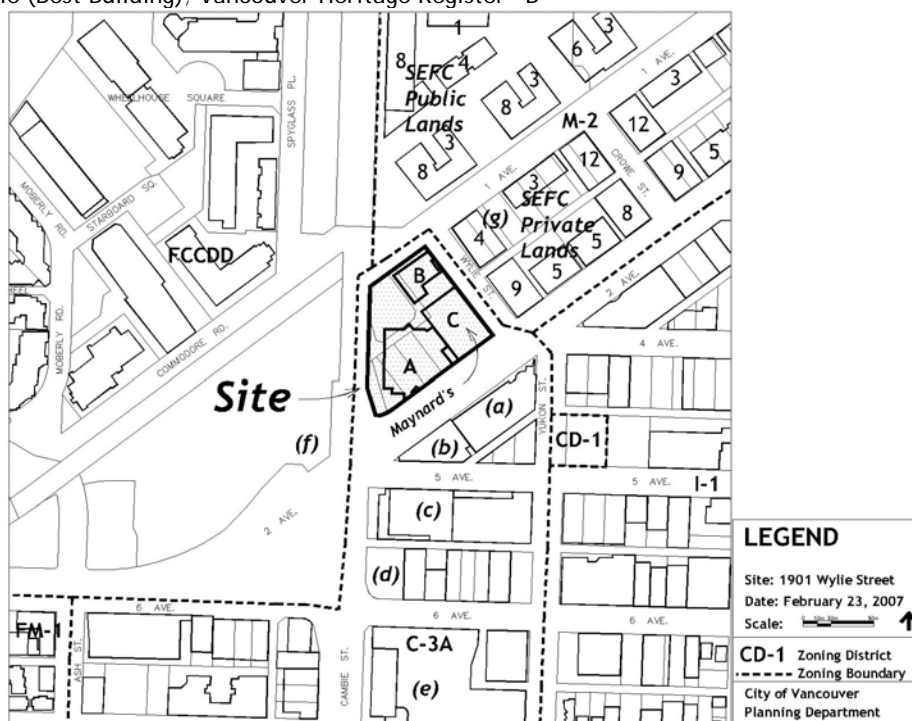
● **History of Application:**

06 09 12 Preliminary DE submitted  
 06 10 11 Urban Design Panel - Non-Support  
 06 12 13 Revised submission Received  
 06 12 06 Urban Design Panel - Support  
 06 12 11 Vancouver Heritage Commission-Support  
 07 02 14 Development Permit Staff Committee  
 07 02 28 Development Permit Staff Committee

● **Site:** The site is located on the north side of 2<sup>nd</sup> Avenue, immediately adjacent to the Cambie Bridge. It is comprised of seven legal parcels and includes the existing City lane and a small portion of road, which is recommended to be closed and sold to be incorporated into this development site. The building at 1955 Wylie Street commonly known as “Maynard’s Auctioneer’s” is listed as a “B” building on the Vancouver Heritage Register. It was constructed in 1919 and used as a repair shop and warehouse serving the industrial uses in the area. The building is a good example of an Edwardian brick industrial warehouse of that era and is part of a collection of early 20<sup>th</sup> century industrial buildings, including the “Best Building” at 1920 Wylie Street, the nearby warehouse at 365 West 2<sup>nd</sup> Avenue and the “Nye Building” on the south side of 2<sup>nd</sup> Avenue. Given the changes in the area, the Maynard’s Building is now one of very few remaining heritage buildings on the former industrial lands. The remainder of the site is currently developed with three buildings and surface parking, all of which will be removed to make way for the proposed development.

● **Context:** To the north and northeast, across 1<sup>st</sup> Avenue, are the South East False Creek (SEFC) Public and Private Lands (Numbers within building outlines indicate height in storeys specified in SEFC ODP.) Significant adjacent development includes:

- (a) 2055 Yukon Street (Montreux); 9-storey (97 ft.) restaurant/retail/artist live-work studio building
- (b) Nye Building; one-storey Heritage “B”, Designated
- (c) 2120 Cambie Street (Vancouver Police Building/ICBC); 7-storey office building
- (d) 495 West 6<sup>th</sup> Avenue; 7-storey artist studio/retail building (nearing completion)
- (e) 2290 Cambie Street (Canadian Tire/Best Buy); 4-storey, retail building
- (f) Canada Line Olympic Station (under construction)
- (g) 1920 Wylie (Best Building); Vancouver Heritage Register “B”



• **Background:** Staff and the applicant have met a number of times to discuss development scenarios for this site which would ultimately incorporate the "L" shaped lane. Retention of the Maynard's Building and continuing the Cambie Street east side setback that is now implemented in the new developments to the south, were cited as important factors in "earning" discretionary density and the additional heritage density relaxation that is requested. Given the various site constraints, Staff, after investigation of a number of development options, indicated that an increase in the guideline height beyond 90 ft. and the requested heritage relaxation of the maximum density permitted, could be considered through a preliminary development application.

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

C-3A District Schedule  
Heritage Policies and Guidelines  
Cambie Street (East Side) C-3A Guidelines

Most commercial uses are outright in C-3A. Residential is a conditional use. 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. The outright height permitted is 9.2 m (30.2 ft.). The height can be increased to a maximum which is unspecified in the district schedule through section 4.3 of the zoning bylaw.

Increases in density and height may be permitted provided the Development Permit Board first considers:

- *the overall resolution of the building and its effect on the surrounding area, including existing views;*
- *the amount of open space, the design and general amenity provided by the proposal;*
- *traffic pedestrian amenity and livability of any dwelling uses; and*
- *submission of any advisory group, property owner or tenant.*

Further, Section 3.2.5 of the Zoning and Development Bylaw, states as follows:

*3.2.5 The Director of Planning or the Development Permit Board, as the case may be, may relax the provisions of this By-law where*

- (a) literal enforcement would result in unnecessary hardship in carrying out any restoration or renovation of a building or site on the Heritage Register, or*
- (b) Council determines that the proposed development would make a contribution to conserving a building or site designated by Council as protected heritage property or a building or site on the Heritage Register.*

*Any development permit issued shall specify the heritage aspects of the building or site that merit the relaxation authorized by this section. Before granting any relaxation, the Director of Planning or the Development Permit Board shall:*

- (c) consider any advice from the Vancouver Heritage Commission or any other body established by Council for this purpose defining the aspects of the building or site that give it heritage value and advising on the proposed conservation work;*
- (d) notify such adjacent property owners and tenants as deemed necessary, consider the responses received, and if there is significant objection, refer the matter to Council for advice; and*
- (e) consider the provisions of this By-law and all applicable policies and guidelines adopted by Council.*

Council has provided further clarifying directions in the use of Section 3.2.5 through the Heritage Policies and Guidelines, which states as follows:

*Relaxation of Regulations*

*Section 3.2.5 of the Zoning and Development By-law and the interpretation sections of most official development plans permit the relaxation of regulations in order to conserve a building on the Vancouver Heritage Register. The Director of Planning may allow an increase in floor space ratio in order to permit development that includes the conservation of a building on the Register, provided that he has regard to the cost of the heritage-related conservation, the value of the increased floor area, the impact upon livability, and environmental quality of the neighbourhood and the appropriateness of requiring heritage designation as a condition of approval. Where the floor space increase being considered is more than 10 percent greater than the maximum permitted under the zoning, prior Council Approval is required.*

The Cambie Street (East Side) C-3A Guidelines applicable to this site suggest that the height of new developments can be increased to 90 ft., provided view and other parameters are respected. A high-quality street-level treatment of commercial uses and pedestrian amenity is sought. A 25 ft. setback on Cambie Street is sought to achieve a double row of trees as part of a pedestrian “promenade”. It should be noted that the Guidelines indicate that residential uses are unacceptable given their proximity to the I-1 Industrial District east of Yukon Street. Council has supported artist live/work studio use in this sub-area.

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

1. C-3A District Schedule
2. Cambie Street (East Side) C-3A Guidelines
3. Heritage Policies and Guidelines

**Use:** With the rezoning of the SEFC Public and Private Lands to the north and east of the site from industrial (previously I-1) to predominantly residential use, the rationale in the Guidelines for restricting residential use on this particular C-3A site is no longer completely valid. While the predominant use of this development could proceed as Artist Studio similar to the “Montreux”, “The Rise”, “XL Lofts” and the project at 495 West 6<sup>th</sup> Avenue (nearing completion), under the circumstances it makes little sense to apply this guideline to this site, since the adjacent SEFC will soon establish a new neighbourhood with predominantly residential use. This matter can be clarified with Council when the heritage designation of the Maynard’s Building is reported. (See Standard Condition A.6.1)

**Density, Height and Built-Form:** A number of massing options were investigated for this prominent site at the northern “gateway” announcing the Cambie Street South Corridor “Uptown” precinct at the westernmost edge of SEFC. Preserving and incorporating the Maynard’s Building with its large footprint, as well as extending the Cambie Street east side setback alongside the Cambie Bridge, ultimately to the SEFC Park and Sea Wall (waterfront walkway) were additional challenges. As well, the site is at an important pedestrian transportation “hinge” adjacent to the Canada Line Olympic Station (2<sup>nd</sup> & Cambie, west side of Bridge) and Downtown Streetcar stop (1<sup>st</sup> & Wylie).

Integrating all of these factors within a built form also responding to public (to City Hall) and private (predominantly from the “Montreux”) views and the objectives of the Cambie Street (East Side) C-3A Guidelines while providing for on-site livability, add to the challenge in respect to “earning” discretionary density and height.

It became apparent through these investigations that “capping” the massing at the Guideline 90 ft. height would result in serious compromise to one or more of the above objectives. The massing studies then investigated how a relatively modest additional height might be optimally incorporated to enhance overall urban design while minimizing impacts, noting that “Montreux” was approved at 97 ft. After Urban Design Panel input, first on the initial submission (not supported) and subsequently on this revised scheme, staff are satisfied that a height of 112 ft. is supportable as part of the carefully crafted, but robust massing of a Cambie Bridge-fronting 12-storey building (Bldg. A) which strongly defines (at the prescribed set backs), the Cambie Street edge at the gateway to the Cambie Corridor.



The nine-storey massing (Bldg. B - 85 ft. height) at the 1<sup>st</sup> Avenue and Wylie corner reinforcing the SEFC street grid and adjacent heritage "Best Building" and a two-storey rooftop addition to the restored Maynard's Building (Bldg. C) are integrated with the 12-storey Bldg. A, within a series of courtyards and a linking atrium to complete the ensemble. In addition to addressing urban design and guideline factors noted above, this built form/open space arrangement has reconciled the dynamic of the skewed axis of the 2<sup>nd</sup> Avenue/Wylie Street grid and the orthogonal Cambie Street Bridge axis. Staff conclude that the overall built form, including the increase to density and height, appropriately addresses the criteria by which discretionary increases can be earned, through the following:

1. Increased and enhanced Public Realm and open space;
2. Heritage preservation;
3. Responsive composition of building forms and massing that respects, as much as possible, neighbouring views (see Views below); and
4. High quality building materials and landscape.

The required conditions of Section 3.2.5 and the Heritage Policies and Guidelines are met through the followings:

- **Density:** The requested density is limited to 10% of the site area. (Note: the site is comprised of all lots listed within the Preliminary Development Application, including the lot containing the heritage building.)
- **Heritage Register:** The Maynard's Building is listed on the Heritage Register and legal designation will be a requirement of the Development Permit. ( See Standard Condition A.6.1)
- **Vancouver Heritage Commission:** Staff consulted with the Vancouver Heritage Commission on December 11, 2006. They recommended support for the proposal with conditions. (See page 13)
- **Conservation Costs:** The review of the heritage-related conservation costs will be required prior to submission of the Complete Development Application. (Note: Should the bonus density requested be in excess of the conservation costs to restore the Maynard's Building, the owner will be required to purchase the balance of density from the density bank, as permitted under Section 4.7.5 of the C-3A District Schedule.) ( See Condition 2.1)
- **Form of Development:** Staff have evaluated the massing proposed and determined that at a "preliminary stage", it complies with all applicable polices and guidelines. Various design improvements will be required, but these do not substantially affect the overall massing or density of the proposed development.

**Public Realm:** This proposal's contribution to the public realm is substantive. In terms of open space, the expansive area devoted to the Cambie Street setback from 2<sup>nd</sup> Avenue to 1<sup>st</sup> Avenue will provide a high quality pedestrian route to SEFC and the Sea Wall. The interface with sidewalks (2<sup>nd</sup>, Wylie and 1<sup>st</sup>) is well handled in terms of building edge, pedestrian interest, casual surveillance (CPTED) and treatment. Several design aspects need to be advanced as the project moves ahead, including requirements for Cambie Bridge maintenance at the western edge, but staff's conclusion is that the contribution to the public realm goes a long way towards this project's "earning" of discretionary density and height.

**Views:** In terms of public views, the principal objective is to maintain views to City Hall from several vantage points, including the Cambie Bridge and as much as possible, along the Sea Wall on the north side of False Creek. The 90 ft. height guideline is intended, in part, to achieve this. Analysis indicates that the proposed 112 ft. height has no impact on the Cambie Bridge or Cambie Street views to City Hall. The view to City Hall is interrupted at one point on the North False Creek Sea Wall, immediately east of the Cambie Bridge. (Naturally, the Bridge itself obstructs the City Hall view as the Sea Wall walkway passes beneath it.) Staff believe this is an acceptable momentary impact in light of the advantages of allowing the proposed greater height.

With respect to private views, the most affected neighbouring building is the Montreux. The applicant's view analysis indicates that most Montreux north-facing views will be affected to varying degrees by the proposal, as would be the case with any development under zoning, at 90 ft., on this site. It should also be noted that the SEFC Official Development Plan specifies heights to the immediate north and east of

the subject site in the 9-storey range (90 ft.) and to 12-storeys (13-storeys approved by Council at southwest corner of 1<sup>st</sup> Avenue and Crowe Street) farther east. Increasing the Bldg. A height to 112 ft. (noting that even at the Guideline 90 ft. Bldg. A would block Montreux northwest views), in addition to allowing for more generous on-site open space, provides for some diminishment of height on the remainder of the site. This allows for a view corridor through the site to the North Shore mountains and Downtown Skyline for upper floor Montreux units (levels 7 to 9). Staff believe that some improvement to views for the Montreux can be achieved by diminishing the width of Bldg. B's upper two floors while better articulating its massing and architectural expression. (See Condition 1.3)

**Livability:** Generally, a high standard of livability is provided throughout the development. Some units at lower levels suffer from excessive depth and improvement are sought. (See Condition 1.5)

**Architectural Quality:** The overall architectural treatment is supported. Several elements of the design need to be advanced at a detailed architectural level. (See Conditions 1.6, 1.7, 1.8 & 1.9).

• **Conclusion:** The proposed development on this atypical site has creatively addressed the urban design, heritage and adjacency challenges. Staff support the proposed density and height increases on the basis of the following:

1. Enhanced Public Realm, open space and pedestrian amenity;
2. Heritage Preservation;
3. Responsive building massing; and
4. High quality architecture and building materials.

Testing of the proposed massing through the preliminary application process has allowed staff to confirm that resultant impacts are acceptable within C-3A criteria and the heritage density relaxation parameters of Section 3.2.5 of the Zoning and Development By-law, to the proposed maximum of 0.3 FSR (10% of permitted density) beyond the 3.0 FSR discretionary C-3A maximum density.

Approval in Principle is recommended subject to various conditions to be addressed through the Complete Development Application.

#### URBAN DESIGN PANEL

The Urban Design Panel reviewed the initial submission on Oct. 11, 2006 and did not support it. The Panel reviewed this revised application on December 6, 2006, and provided the following comments:

#### EVALUATION: SUPPORT (7-3)

• **Introduction:** Ralph Segal, Senior Development Planner introduced this application for the Maynard's site which is located in the block between 1<sup>st</sup> Avenue, 2<sup>nd</sup> Avenue, Wylie Street and Cambie Street. This is a preliminary applicant under the C3-A zoning. Mr. Segal noted that the Panel didn't support the applicant previous review. He added that this is an important site as it is the gateway to both the downtown core and the new South-East False Creek Development (SEFC). Adjourning to the model, Mr. Segal gave an overview of the development.

The Panel's input is sought on the following:

1. Overall massing:
  - Response to Panel's previous concerns regarding main (bridge-facing) building
  - Resultant redistribution of mass (i.e. "Wylie Building")
2. Open Space:
  - Response to Panel's previous concerns regarding quality/usability of open space
  - Resultant quality of Public Realm
3. Heritage Response:

- Additions to Maynard's Building
- Interface between old and new
- 4. Overall Livability
- 5. Has the proposal "earned" the increase in density to 3.3 FSR and height (to 112 ft. from Guideline height of 90 ft.)

Mr. Segal took questions from the Panel.

• **Applicant's Introductory Comments:**

Michel Panzini, Architect, explained the spirit of the project noting the changes since the last review.

Peter Kreuk, Landscape Architect, described how the landscaping had evolved with the architecture noting the landscape design in the public spaces for added sunlight. He also described the water feature and the addition of a garden wall to separate the public and private spaces in the development.

The applicant team took questions from the Panel.

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

- There was general support for the density but also concern about livability in some of the units, particularly on the top floor of the bridge building.
- General concerns about the massing for the units on the Maynard building, as the Panel felt the previous scheme was more successful.

- **Related Commentary:** The Panel supported the application. The Panel felt the response to the Panel's previous concerns had been well handled and most of the Panel felt the project had earned its 3.3 FSR heritage density.

The Panel agreed that the new scheme is a better fit on the site and will have a better relationship with the surrounding buildings. Several members of the Panel liked the distribution of the massing on bridge building but felt it needed further development on the top, as it seemed cut off and flat. A couple of members felt the massing could be better distributed on the site. One member of the Panel felt the bridge building could go to 90 feet noting that the Police Building and the Montreaux are 90 feet. Several members of the Panel supported the extra floor on Building B as they felt it won't have much of an impact on the surrounding buildings.

The Panel felt the open spaces were greatly improved and by combining the open space into one large space, would improve access to afternoon sun. One member of the Panel felt the landscaping was too residential and needed to be simpler and 'grittier' in character, in keeping with the industrial history of the area.

The Panel felt the townhouses would help the ground plane with regards to CPTED issues. They also felt that the semi private zone between the building and the public right of way in front of the townhouses needed some sort of screening or terraces to make it safer for the residents. One member of the Panel noted that the open space is shared by the public and private residents and needed further resolution to distinguish these areas.

Several members of the Panel felt the units on the upper floor of the building facing the bridge seemed long and narrow. They were concerned about too many borrowed light bedrooms and suggested the applicant may want to develop them into studios.

One member of the Panel felt the public realm along 2<sup>nd</sup> Avenue and Wylie Street was a bit squeezed. They also felt that the entry off 2<sup>nd</sup> Avenue has some potential CPTED problems with its being deeply recessed off the street.

Several members of the Panel liked the previous scheme for the unit layout on top of the Maynard's building. They preferred the simplicity of the massing at the top of the building in the previous submission.

Several members felt the atrium space wasn't well resolved and needed some design development.

One member of the Panel suggested having more retail spaces along Cambie to animate the lower building edge and the large adjoining plaza.

• **Applicant's Response:**

Mr. Panzini thanked the panel for the opportunity to make a better project and added that in the next round they will come back with a more solid presentation.

**ENGINEERING SERVICES**

As part of the pre-application process, the developer approached the City Engineer regarding purchase of the lane in this block in order to consolidate it with the development site. Staff have indicated that they are prepared to support the lane purchase, closure and consolidation. Council approval would be required prior to submission of the Complete Development Application. (See Condition 2.3) Consolidation of the lane with the adjacent lands would be completed prior to issuance of a development permit. (See Standard Engineering Condition A.4.1)

Engineering Services staff support the landscape design throughout the west 6.0 m (20.00 ft.) the site and preservation of the double row of trees such that the trees do not adversely impact the ability of City crews to gain access to the Bridge for maintenance purposes. Through the selection of an appropriate species and an on-going maintenance program for the westerly row of trees by the adjacent property owners, reasonable maintenance access adjacent to the Cambie Bridge can be achieved. (Standard Engineering Condition A.4.4)

The required residential parking provision for this site has been incorrectly calculated by the applicant and proper recalculation should result in a substantial reduction in the number of parking spaces provided. Engineering Services supports the parking and loading exemption for the commercial uses proposed for the Maynard's Building, however loading for all retail uses in the new development should be provided in accordance with the Parking By-law, unless alternate arrangements are made, to the satisfaction of the General Manager of Engineering Services and the Director of Planning. (See Standard Condition A.1.11)

The applicant should note that the development site will be required to have independent public utility services (Hydro, Telus; Shaw Cable), with all services being underground. All services, and in particular electrical transformers to accommodate a primary service, must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch (604.873.7373) is encouraged. The applicant is also encouraged to investigate the future False Creek Neighbourhood Energy Utility as a source of heat for the project. (See Condition 1.12)

**CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

Design development is required as part of the Complete Development Application to reduce the opportunity for mail theft and for theft from the underground, as well as generally improving visibility in the underground parking garage. (See Standard Conditions A.1.25 through A.1.27)

**LANDSCAPE**

The preliminary development application is a well developed submission with ample green amenity provided on selective roofs, a landscaped courtyard at ground level, private garden patios adjoining townhouses on all three buildings facing the courtyard and new street trees to surround the site.

An important part of the public realm landscape development includes the continuation of the Cambie Street setback treatment. This sidewalk will connect the Cambie Street east side walk located on the south side of 2<sup>nd</sup> Avenue with SEFC and the Sea Wall. There is an opportunity to expand the north end of the walk connecting with 1<sup>st</sup> Avenue by creating a plaza area to include additional amenities such as bench-seating and lighting to enhance the space for public benefit. Public access to the plaza areas at both 1<sup>st</sup> Avenue and 2<sup>nd</sup> Avenue should be secured. (See Standard Engineering Condition A.4.5)

The semi-private "Garden Courtyard" located at the ground level at the northern section of the site borders the public realm. The features of the Garden Courtyard, including pedestrian paths, layered plantings and a water feature, will contribute to the visual amenity of the site by serving as a view garden for residents and from the public walk at the west edge of the site.

With regard to Bldg. A, there are opportunities to intensify the proposed 10<sup>th</sup> floor extensive green roof on the west side of the building, by providing garden decks connected to the dwelling units. (See Condition 1.9) It has been noted that provision of a green roof on the top of the building may add unwanted extra height to the building and would not be encouraged. The gardening opportunities for the residents of Bldg. B have not been fully explored. It may be possible to provide both private and common garden decks. On Bldg. C the amount of green roof appears to have been optimized. Landscape conditions are contained in Appendix A.

#### VANCOUVER HERITAGE COMMISSION

This preliminary development application was reviewed by the Vancouver Heritage Commission on December 11, 2006. The Commission resolved as follows:

#### RESOLVED

THAT, regarding the project at 1955 Wylie (425 West 2<sup>nd</sup> Avenue), "Maynard's", the Vancouver Heritage Commission (VHC) supports in general the preliminary development permit application as presented at the December 11, 2006 meeting, noting specifically, support for the following:

- the two storey glassy addition set back as generally indicated on the drawings, subject to greater detail development of that addition;
- the language of the two-storey addition being related to the new buildings adjacent the heritage building;
- the Applicant considering reinstating the original 2<sup>nd</sup> floor window rough openings;
- the garage door and entrance to parking on Wylie Street;
- inconspicuous landscaping;
- Statement of Significance;
- Conservation Plan; and

FURTHER THAT additional information of existing original wood windows and potential for replication for any replacement windows be considered.

CARRIED UNANIMOUSLY

#### HERITAGE PLANNING

In accordance with the provisions of Section 3.2.5 of the Zoning and Development By-Law, Council's policies permit the Development Permit Board to consider an additional 10% density over the maximum permitted for the preservation of a building on the Vancouver Heritage Register. The Maynard's Building is a listed building on the Vancouver Heritage Register and preservation of this structure is a positive aspect of the proposed development. Staff are prepared to support up to an additional 10% density, pending a review of a proforma in accordance with Council's policies. (Condition 2.1) Should the financial review of the restoration costs to retain the Maynard's Building not equate to an additional 10% density, staff are prepared to support the owner securing additional density through a purchase and transfer from the Density Bank in accordance with Section 4.7.5 of the C-3A District Schedule and Council's policies on Transfer of Density.

While additions to the roof of the Maynard's Building are supported, staff are seeking a less intrusive design that will recede from view, allowing the historic façade to appear dominant. Changes to the scale, details and colour of materials should all be considered in order to achieve this goal. (See Condition 1.10) In addition, the relationship of the new development to the heritage building at the grade level and in architectural expression should be carefully handled to achieve the urban design objectives of the Cambie Street (East Side) C-3A Design Guidelines and be compatible with the adjacent SEFC developments. (See Condition 1.4)

## HOUSING CENTRE/SOCIAL PLANNING/CULTURAL AFFAIRS

### Families Living with Children

As proposed, Building A contains 149 units, Bldg. B contains 84 units and Bldg. C contains 13 dwelling units. The unit mix has not been indicated.

Bldg. A contains two distinct amenity rooms on level 2 (total 1,523 sq. ft.), one which is adjacent to an indoor courtyard area. Two amenity rooms are also provided on level 3, in the same location and of similar size (1,480 sq. ft.) to those located on level 2. Bldg. C contains a 1,329 sq. ft. amenity space on level 2.

The programming and use of these amenity spaces have not yet been identified. In preparing the Complete Development Application, design development will be required to ensure that the objectives of the City's "High Density Housing for Families with Children Guidelines" are met, including the provision of an accessible washroom, kitchenette, and storage space in the amenity areas. (See Standard Condition A.1.28)

There is no amenity space indicated for Bldg. B. Design development will be required to provide an indoor amenity space, in accordance with the Guidelines. (See Standard Condition A.1.29)

In terms of outdoor amenity space, a landscaped courtyard has been identified on level 3 of Bldg. A. Bldgs. B and C do not appear to have access to common outdoor amenity space. Design development will be required to provide common outdoor amenity space which is designed flexibly to accommodate a range of uses, including children's play activities. (See Standard Condition A.1.30)

### Urban Agriculture

Although this site is not located within the SEFC Official Development Plan (ODP) area, the applicant has stated in their submission that the intent is to develop in response to the ODP intent. The SEFC ODP encourages the use of podiums and roofs to accommodate urban agriculture, in particular shared garden plots and edible landscaping.

The applicant has indicated that garden plots and edible landscaping can be incorporated on the rooftops, which receive the best solar access for growing, and that these may be developed for either shared or private use. Staff encourage the applicant to provide common outdoor amenity spaces on rooftops, which may include urban agriculture, wherever possible. Although plans have not yet identified the use of the rooftop areas, there is opportunity to provide shared-garden plots on some of the buildings, where elevator access can also be provided. (See Standard Condition A.1.31)

## SUSTAINABILITY

Although C-3A zoning does not as yet pursue Sustainability as a requirement, the applicant has indicated his intention to provide a number of initiatives related to energy efficient building design and sustainable landscape design. This is to be commended and encouraged. As a consideration, Condition 1.12 encourages the applicant to integrate this development with the SEFC Neighbourhood Energy Utility.

## ENVIRONMENTAL PROTECTION BRANCH

As part of the preliminary development application submission, a Site Profile was received. It identified past "Schedule 2" uses on the site and was therefore forwarded to the Ministry of Water, Land and Air Protection for review. The Ministry has advised that a Preliminary Site Investigation is required. The

Ministry must receive the Site Investigation and grant an "Approval in Principle" prior to permit issuance. (See Standard Condition A.5.1) A Certificate of Compliance of other instrument of final approval must be issued prior to issuance of an Occupancy Permit.

#### PROCESSING CENTRE - BUILDING

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

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

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

#### VANCOUVER COASTAL HEALTH AUTHORITY

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

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

An acoustical consultant's report must be submitted as part of the Complete Development Application, along with several notes on the plans regarding construction and acoustical measures. (See Standard Conditions A.3.1 through A.3.4)

#### NOTIFICATION

Two site signs were installed on January 19, 2007. On January 24, 2007, letters were sent to 722 neighbouring property owners advising them of the application. To date, three responses have been received. All three respondents are opposed to the requested height of Bldg. A (12-storey), stating that it would be out of character with the rest of development on the east side of Cambie Street, which does not exceed nine stories, and would block views from the south.

#### Staff Response:

Private Views/Scale/Proposed Height: Staff understand the concerns about increased height, resultant building scale increase and loss of views for neighbours. This needs to be balanced by other public objectives such as provision of open space and heritage preservation. With respect to private views, it should be noted that even a Guideline-complying 9-storey building adjacent to the Cambie Bridge (Bldg. A), would obstruct views from Montreux (refer to Views, page 9). Increasing the height on Bldg. A allows for some redistribution of density to open up view slots for lower-level neighbouring units. It should also be recognized that the SEFC zoning allows for heights of 12 or more storeys nearby. A development permit has been approved for a 13-storey building in the SEFC Private Lands at 1<sup>st</sup> Avenue and Crowe Street. Staff therefore support the requested height of this project.

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

Reflecting on the recent discussion at the Development Permit Board regarding 833 Homer Street (DE410566), the Staff Committee concluded that it was appropriate to bring this proposal forward to the Board as a Preliminary Development Application, in advance of City Council's consideration of the requested heritage density, on the basis that the Board should first make a determination as to whether the site could accommodate the additional requested density. On the basis of the analysis presented by staff, the Committee agreed that the requested 10% additional density was supportable.

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. It also requires the Board to consider a By-law relaxation, per Section 3.2.5(a) of the By-law. The Staff Committee supports the relaxation of floor space ratio regulations to a maximum of 10%, as proposed.

With regard to the requested relaxation of the non-residential loading requirements, the Committee supports staff's recommendation that the project comply, unless the General Manager of Engineering Services and Director of Planning can be satisfied that an alternate suitable arrangement can be found. A decision would be made at the Complete Development Application stage.

Subject to the conditions outlined in the report, the Staff Committee recommends approval in principle of this Preliminary Development Application.

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B. Boons  
Chair, Development Permit Staff Committee

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R. Segal MAIBC  
Senior Development Planner

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B. Balantzyan  
Project Coordinator

Project Facilitator: A. Higginson



## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

### The Complete Development Application submission must contain the following:

#### A.1 Standard Conditions

##### A.1.1 clarification and confirmation of proposed floor area and Floor Space Ratio (FSR);

**Note to Applicant:** The total sum of residential and commercial areas used for parking calculations does not match the total FSR proposed on the submitted statistics. Gross floor area for each proposed use, i.e., retail, residential, and amenity, should be calculated and provided separately. Common areas, such as exit corridors and stairs, and exterior wall exclusions should be proportionately rated and included in the computation of the FSR for each related use. Submission of detailed FSR overlays indicating all spaces and uses included or excluded from FSR calculations will be required.

##### A.1.2 detailed floor and roof elevations for each floor and roof level in the building, as related to the existing grades on site;

**Note to Applicant:** The top of parapet as well as top of elevator penthouse elevations should be shown on the submitted drawings. Elevator machine rooms, if required, must be included in the computation of the FSR when located above base surface.

##### A.1.3 illustration of how the proposed development relates to the Cambie Street Building Setback and Building Envelope, as per Section 4.3 - Height, and Section 4.4 - Front Yard, of the Cambie Street C-3A Guidelines;

##### A.1.4 provision of a minimum of 5.7 m<sup>3</sup> (200 cu. ft.) of useable storage space for each dwelling unit for the storage of bulky items, e.g., winter tires, ski and barbecue equipment, excess furniture, etc., in accordance with Planning By-law Administration Bulletin entitled, "Bulk Storage - Residential Developments";

**Note to Applicant:** The storage area(s) may be below grade with individual lockers in a common space or may be provided en suite.

##### A.1.5 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.1.6 indication of the proposed use and finishing details of all amenity rooms on the plans;

**Note to Applicant:** See also Standard Condition A.1.28.

A.1.7 compliance with Section 4.10 - Horizontal Angle of Daylight, of the C-3A District Schedule of the Zoning and Development By-law;

A.1.8 clarification and confirmation of proposed number of parking spaces;

**Note to Applicant:** Residential parking for the Maynard's Building is to be provided per Section 4.4.4 of the Parking By-law. Residential parking for the new construction is to be provided per Section 4.2.1.13 of the Parking By-law. The submitted statistics indicate that the residential parking for new construction has been computed incorrectly. The required disability parking spaces have also been miscounted. Contact Mr. Berg Balantzyan, Project Coordinator at 604.873.7411, if clarification is required. (See also Standard Engineering Condition A.2.4)

A.1.9 compliance with Sections 4.8.1 and 4.8.4 - Disability Spaces, of the Parking By-law, to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** A minimum 2.3 m (7 ft.-6.5 in.) unobstructed vertical clearance is required for all maneuvering aisles and access ramps leading to the disability parking spaces. Drawings A-421 and A-422 indicate different heights. Compliance with parking stall size and required vertical clearances should be clearly demonstrated on the submitted drawings.

A.1.10 notation on plans stating that: "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.1.11 provision of a minimum of three (3) Class B loading spaces in accordance with the Parking By-law, designed to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** The minimum 3.8 m (12.5 ft.) clear height required for Class B loading spaces should be clearly illustrated on the submitted plans. Relaxation of the loading requirement for the retail development in new construction is not supported, unless acceptable alternate arrangements for sharing the loading facilities can be found, to the satisfaction of the General Manager of Engineering Services and the Director of Planning.

A.1.12 provision of bicycle parking in accordance with Section 6 of the Parking By-law;

**Note to Applicant:** A minimum of 308 Class A bicycle spaces are required for the residential component and three Class A bicycle spaces are required for the retail component of the proposed development. Residential and commercial bicycle spaces should be located separately.

A.1.13 provision of clothing lockers in accordance with Section 6.5 of the Parking By-law;

**Note to Applicant:** Minimum two clothing lockers for each sex must be provided for the three required Class A bicycle spaces for the commercial component of the proposed development.

A.1.14 design development to relocate the Class B bicycle spaces from the interior of the proposed development to a more readily visible spot, in accordance with Section 6.4.5 - Bicycle Rack Location, of the Parking By-law;

A.1.15 notation on plans stating that: "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.1.16 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impact on the building's open space and the Public Realm;

A.1.17 an up-to-date copy of the City building grades plan is to be submitted;

**Note to Applicant:** The Building Grade fee will be collected at the time of submission of your complete development application. Contact the Project Facilitator, Ms. Alison Higginson, for a fee calculation.

#### Standard Landscape Conditions

A.1.18 provision of a full Landscape Plan which illustrates the intent of the design as outlined in the Landscape Design Rationale, dated November 2006, which shall include:

- illustration of the 1<sup>st</sup> Avenue road design (see also Standard Engineering Condition A.2.5);
- deletion of the inside row of trees on Wylie Street;

**Note to Applicant:** Trees in this location may conflict with the building edge. Replace the tree planting with shrubs and perennial groundcover to provide varied colour, texture and scent. The Landscape Plan should include notation of existing trees and other landscape elements including plantings to be retained; proposed plant material listed by common and botanical name (keyed to a Plant List), size at time of planting and quantity; paving, walls, fences, light fixtures, including night lighting, and other landscape features; site grading; and the extent of the underground parking garage. In addition, the landscape plan should illustrate all existing and proposed street trees and utilities (lamp posts, hydro poles, fire hydrants, etc.) and bike racks, in the adjacent public realm. (See also Standard Engineering Condition A.2.10)

A.1.19 provision of a legal survey containing the indicating the public realm (property line to curb), including existing street trees, street utilities such as lamp posts, fire hydrants, etc. adjacent to the development site;

A.1.20 provision of large scale ¼"=1'-0" scale partial plans, elevations and sections as applicable, illustrating:

- the detailed treatment of the project's public realm interface on all sides at the street level; include planter walls, stairs, landscaping, soil depth (indicating underground structures), semi-private patios, and privacy screens, including planter wall and guardrail heights on all patio deck areas;
- a minimum soil depth of 36 in. for trees and 24 in. for shrubs in all planters;
- water features, benches, fences and gates, arbours and trellises; and
- a section elevation drawing of the Cambie Street setback, confirming the tree planting depth, extent of garage structure beneath and context.

A.1.21 provision of planting details for the proposed extensive green roofs;

A.1.22 provision of a high efficiency irrigation system in all common landscaped areas;

**Note to Applicant:** Hose bibs should be provided on all private decks and patios that are 100 sq. ft. or greater in area, and in common gardening amenity areas. Notation to this effect should be on the Landscape Plan. The irrigation system design and installation shall be in accordance with the Irrigation Association of BC Standard Guidelines.

A.1.23 consideration to enhancing the treatment of the adjacent under-bridge areas to improve the pedestrian linkage to the Canada Line Olympic Station, to the satisfaction of the General Manager of Engineering Services;

## Heritage Planning

- A.1.24 provision of all items listed in the document entitled "Development Application with Designation Only (HRA) - City Wide Heritage Submission Requirements (except for Historic and Character Areas)";

**Note to Applicant:** The submission materials relate to and include, documenting the "as built" condition of the heritage building and providing a Conservation Plan for the preservation and adaptive reuse of the building. A copy of the document can be obtained from the Project Facilitator.

## Crime Prevention through Environmental Design (CPTED)

- A.1.25 design development to reduce opportunities for theft in the underground;

**Note to Applicant:** This can be achieved by providing secure separation for residential users, separating exit stairs from elevator lobbies, providing an intermediate door within exit stairs between parking levels. A comprehensive security and surveillance report by a licensed security professional is recommended.

- A.1.26 design development to provide visibility in the underground parking garage, in accordance with Section 4.13 of the Parking By-Law;
- A.1.27 design development to reduce opportunities for mail theft by locating separate mail rooms within full view of the elevators for each building;

## Social Planning/Housing Centre/ Office of Cultural Affairs

- A.1.28 provision of details regarding all indoor amenity spaces, in compliance with the City's "High Density Housing for Families with Children" Guidelines;

**Note to Applicant:** Provide details of program elements for all indoor amenity areas, e.g. kitchenette, washrooms and storage, to ensure maximum flexibility and usefulness of space.

- A.1.29 design development to provide a an indoor amenity space for the residents of Bldg. B;
- A.1.30 design development to provide common outdoor amenity space for the residents in Bldgs. A and B, designed to accommodate a range of uses, including children's play activities; and
- A.1.31 explore opportunities to provide common outdoor amenity areas on rooftop spaces designed to accommodate a range of activities, including urban agriculture through the provision of shared garden plots and edible landscaping, wherever possible.

## A.2 Standard Engineering Conditions

- A.2.1 illustration and clarification of all of the existing and proposed (ultimate) property lines and rights-of-way, on the site plan, landscape plan and all other affected drawings;

**Note to Applicant:** See Standard Engineering Condition A.4.1. The plans should illustrate the current legal site as well as indicating and dimensioning the required road dedications and statutory rights-of way. There appears to be an error on drawing A-201 where a right-of-way is shown intersecting with a foundation wall.

- A.2.2 clarification as to the status of public access to the walkways entering the site from mid-block on both 2<sup>nd</sup> Avenue and Wylie Street and to the atrium between Bldgs. A and C;

**Note to Applicant:** If these areas are intended for public passage, it will be necessary to register appropriate legal agreements to ensure that access, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, prior to issuance of a development permit.

- A.2.3 design development to the design of the proposed underpinning footings under the Maynard's Building (Bldg. C);

**Note to Applicant:** The footings must not encroach into either Wylie Street (as indicated on the plans) or into the required Option-to-Purchase area. (Standard Engineering Condition A.4.2)

- A.2.4 provision of detailed parking plans containing the following:

- Clear identification of the parking spaces designated for off-site development (Best Building);
- Provision of a corridor from the loading area to all retail units and from the residential loading bay to the residential building;
- Provision of design elevations on both sides of all breakpoints on the ramp and throughout the parking areas;
- Provision of a minimum 20 ft. width and adequate two-way flow at all security gates; and
- Provision of corner-cuts at the bottom of ramps to allow adequate two-way flow for vehicle access and egress.

- A.2.5 provision of correct building grades;

**Note to Applicant:** SEFC road designs have dictated the building grades for the site. Preliminary building grades are now available. Contact Mr. Al Wager, Streets Design Branch, at 604.871.6671 if they have not been received. New building grades will be required and design elevations will be required at all entrances along the (ultimate) property lines, clearly indicating that the building entries meet the city building grades. Please indicate if the Maynard's Building entries will be adjusted to meet building grades, and if not, provide existing grades at all entries.

- A.2.6 provision of separate garbage storage for all uses and clarification that a waste disposal firm can access and pick-up from all locations;

**Note to Applicant:** A letter from a waste disposal provider is required.

- A.2.7 residential recycling rooms are to be located within approximately 150 ft. of the main parkade entry point to the building;

- A.2.8 a crossing application and design approval will be required;

- A.2.9 clarification as to whether the Maynard's Building doors at gridline C2 are existing or proposed;

**Note to Applicant:** If the doors are proposed, they should be pulled back so that they do not swing over the property line.

- A.2.10 provision of a notation on the Landscape Plan to read: for new street trees, "Final species, quantity and spacing to the approval of the General Manager of Engineering Services and the Park Board";

**Note to Applicant:** Contact Eileen Curran, (604.871.6131) in Engineering Services regarding street tree spacing and quantity. Contact Bill Stephen, (604.257.8587) of park Board regarding tree species. Coordinate new tree planting with the Southeast False Creek Street Tree/Park Structure Planting Plan.

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

- A.3.1 an acoustical consultant's report shall be submitted which assesses noise impacts on the site (by the development) and recommends noise mitigation measures in order to achieve noise criteria;
- A.3.2 a notation shall be included on the plans, confirming that the acoustical measures will be incorporated into the final design, based on the consultant's recommendations as concurred with or amended by the Medical Health Officer (Senior Environmental Health Officer);
- A.3.3 a letter from an acoustical consultant shall be submitted confirming that the development permit drawings show a minimum STC 55 construction between the commercial and residential components of the building, or a minimum 6 in. solid concrete slab shall be specified on the drawings. Where music, recorded or live, may be a major activity in the commercial premises, a letter from an acoustical consultant recommending minimum STC 60 construction between the commercial and residential components and advising the required control of music levels to satisfy the requirements of the City of Vancouver Noise Control By-Law No. 6555 must be submitted; and
- A.3.4 a notation shall be included on the plans, confirming that the mechanical (ventilators, generators, compactors and exhaust) systems will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555.

The following "conditions" are provided for the information of the applicant only, at this time. They would need to be completed prior to issuance of a Development Permit.

### A.4 Standard Engineering Conditions

- A.4.1 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Approving Officer, for a subdivision which shall include:
- consolidation of the site and lane (see Condition 2.3) into a single parcel;
  - dedication of the north 0.8 m of the site for road purposes;  
**Note to Applicant:** Clarification is required whether any portion of the hard landscaping is within the dedication area, as it appears on drawing A-206.
  - dedication of the south 1.524 m (5.0 ft.) of the site, west of the Maynard's Building, for road purposes;  
**Note to Applicant:** All portions of Bldg. A shown encroaching into this dedication area must be eliminated.
  - dedication of the area along the west side of the site that is generally within 3 m of the drip line of the Cambie Bridge/sidewalk structure.
- A.4.2 suitable arrangements must be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for an Option-to-Purchase over the south 1.524 m (5.0 ft.) of the site now occupied by the Maynard's Building;

**Note to Applicant:** Contact the Land Survey Branch, 873-7214, for details.

- A.4.3 suitable arrangements must be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a volumetric easement for those portions of the Maynard's Building which will encroach onto City street;

**Note to Applicant:** Without these easements, the developer may experience difficulty strata titling. The easement agreements would be registered prior to occupancy of the building.

- A.4.4 suitable arrangements must be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for a statutory right-of-way over the westerly 3 m of the ultimate (post-dedication) site;

**Note to Applicant:** This is for bridge maintenance, utility purposes and public rights of passage and will permit the placement of a single row of trees of appropriate species within the right-of-way, subject to arrangements to the satisfaction of the General Manager of Engineering Services, for on-going maintenance and pruning by the owner such that the canopy encroachment onto street is minimized and kept back from the bridge structure. Please contact the land Survey Branch, 873-7214, for details.

- A.4.5 suitable arrangements must be made, to the satisfaction of the General Manager of Engineering Services, the Director of Planning and the Director of Legal Services, for a surface statutory right-of-way over the westerly portion of the site and the plaza areas at both 2<sup>nd</sup> and 1<sup>st</sup> Avenues, for public access and use;

- A.4.6 suitable arrangements must be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for a Bridge Proximity Agreement;

- A.4.7 suitable arrangements must be made, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for the release of all redundant changes on the titles;

**Note to Applicant:** These include, Easement and Indemnity agreements A68168 (encroachment into the lane) and 549536M (crossing agreement), Statutory Right of Way R133295 and Covenant R133296 (parking provisions) and Statutory Right of Way P81356. These are to be released after site consolidation (Standard Condition A.4.1) and before occupancy of any new development on site.

- A.4.8 suitable arrangements must be made for the abandonment or the assumption of responsibility for the existing sewer line within the east-west lane and Lot A.

**Note to Applicant:** Contact Engineering Services, Sewers Design, at 604.873.7925, to discuss abandonment of the sewer line.

**A.5 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:**

- A.5.1 confirmation is to be submitted, to the satisfaction of the Environmental Protection Branch, that soil contamination of the site has been evaluated and remedial measures adopted, to the satisfaction of the Ministry of Environment.

**A.6 Standard Heritage Planning Condition:**

- A.6.1 Council approval for the designation of the Maynard's Building as protected heritage property.

**Note to Applicant:** Staff will prepare a report to Council following submission and analysis of the required proforma and execution of a Heritage Designation Compensation Agreement. (See Conditions 2.1 and 2.2)

**B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated February 28, 2007. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the Complete Development Application.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **September 12, 2007**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

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

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law 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 services, including telephone, television cables and electricity, shall be completely underground.
- B.2.4 Amenity areas and residential storage spaces 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 tenants of this building complex;  
AND  
Further, the amenity spaces and facilities approved as part of this Development Permit shall be provided and thereafter be permanently maintained for use by residents/users/tenants of this building complex.
- B.2.5 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.2.6 In accordance with Private Property Tree By-law No. 7347, all trees are to be planted prior to issuance of any required occupancy permit, or use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.
- B.2.7 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 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.2.9 In accordance with the Private Property Tree By-law No. 7347, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
- B.2.10 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.

### Processing Centre - Building comments

The following comments have been made by the Processing Centre- Building and are based on the architectural drawings submitted for the proposed Development Permit. This is a preliminary review based on the initial submission (October 24, 2006) in order to identify issues which do not comply with the Vancouver Building By-Law # 8057.

1. The drawings for this project are at a preliminary stage and do not contain sufficient detail to prepare a proper building code review. The comments below have been made based on the partial information shown.
- \*2. If the building permit application for this project is made after the effective date of the Vancouver Building By-law 2007, projected for May 1, 2007, the project must comply with the requirements of this new By-law.
3. The building must be sprinklered throughout in conformance with NFPA 13 and the Vancouver Building Bylaw. A standpipe system must be provided in conformance with NFPA 14 and Sentence 3.2.5.11.(1) of the Vancouver Building Bylaw.
4. Areas of refuge are required on the below grade parking levels in conformance with Clause 3.8.3.19.(1).(f), unless a generic equivalency has been prepared and accepted as outlined in the City of Vancouver Bulletin 2006-001-BU.
5. The building must be of noncombustible construction.
6. This building must comply with the accessibility requirements of Section 3.8 of the Vancouver Building Bylaw. Residential portions of this building must comply with the enhanced accessibility requirements of Sentence 3.8.2.27.(4) of the Vancouver Building Bylaw.
- \*7. Exiting from the 2<sup>nd</sup> and 3<sup>rd</sup> parking levels does not comply with the 45 m travel distance requirement of Clause 3.4.2.5.(1)(c) of the Vancouver Building Bylaw.
8. The "bicycle mezzanine" is not a mezzanine as defined by the Building Bylaw, it is a storey and must be designed as such.
9. This entire building must comply with the high rise measures in Subsection 3.2.6. of the Vancouver Building Bylaw including provisions of fire fighter's elevators, top venting of below grade stairs, bottom venting of above grade stairs, and provision of a central alarm and control facility.
10. For doors equipped with closures in areas that are required to be accessible, clearances around the door must be provided in conformance with Sentence 3.3.1.12.(10).
11. Stairs 1 and 2 are required to terminate at the ground floor level per the requirements of Article 3.3.6.7. of the Vancouver Building Bylaw.
12. There appear to be exit exposure conditions at the ground level discharge of stairs 7, 3 and 4.
- \*13. If lobby A is intended to be used as an exit lobby, it must be designed in conformance with Article 3.4.4.2. of the Vancouver Building Bylaw.
- \*14. Access to exit from the ground floor retail area and from the 2<sup>nd</sup> floor of the townhouse building does not appear to conform with the requirements of Section 3.4 of the Vancouver Building Bylaw.
15. Dead end corridors in the building are not permitted to exceed 6 m per Sentence 3.3.1.9.(7). There appear to be multiple instances throughout the building of dead-end corridors.
16. Service rooms such as the "Tech room" on the ground floor are not permitted to open directly into exits.
17. Separation of exits in all floor areas including the 3<sup>rd</sup> floor in the main building and the 2<sup>nd</sup> floor of the townhouse building must comply with requirements of Article 3.4.2.3. of the Vancouver Building Bylaw.
18. Fire fighter access to all main roof areas must be provided in conformance with Sentence 3.2.5.3.(1) of the Vancouver Building Bylaw.
19. The building must be provided with a Siamese connection to be located within 5 m of the building principle entrance and within 90 m of a hydrant.
20. 64mm standpipe hose connections are to be provided with sufficient clearance to permit use of a standard Fire Department hose key.

21. 38mm hose stations are required to be provided in floor areas not covered by 39.6 m of hose and spray from the 64 mm service.
22. Fire fighter facilities and access to above and below grade levels must be coordinated with the fire fighters entrance in conformance with Sentence 3.2.5.20.(1) of the Vancouver Building Bylaw.
23. The building principle entrance must be within 3 to 15 m of the fire department access route in conformance with Clause 3.2.5.5.(1)(a) of the Vancouver Building Bylaw.
24. Fire fighter access to above and below grade floor areas must be coordinated with the building principle entrance.
25. Where a portion of the building is completely cutoff from the remainder of the building, the unobstructed path of travel for firefighters must not be more than 45 m in conformance with Sentence 3.2.5.5.(4) of the Vancouver Building Bylaw.
26. Existing construction to be retained must have full structural, accessibility and fire upgrades in accordance with the Upgrade Triggers:  
<http://vancouver.ca/commsvcs/CBOFFICIAL/vbblupgrades/index.htm>.

\* Items marked with an asterisk have been identified as serious non-conforming Building By-Law Issues.

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response. The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

*The applicant is advised that any building applications made on, or after May, 1, 2007, will be subject to the new 2007 Vancouver Building By-law.*