
1575 HOMER MEWS
(COMPLETE APPLICATION)
DE409903 - ZONE CD-1

RRS/TC/VP/DK

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

B. Boons (Chair), Development Services
M. Thomson, Engineering Services
L. Gayman, Real Estate Services
R. Cheung, Processing Centre-Building
R. Whitlock, Housing Centre
T. Driessen, Vancouver Park Board

Also Present:

R. Segal, Urban Design & Development Planning
T. Chen, Development Services
V. Potter, Development Services
M. Schwark, Engineering Services

APPLICANT:

Walter Francl Architects
1684 West 2nd Avenue
Vancouver, BC
V6J 1H4

PROPERTY OWNER:

Crestmark Developments Ltd.
900 - 1095 West Pender Street
Vancouver, BC
V6E 2M6

EXECUTIVE SUMMARY

- **Proposal:** To develop a floating marina with 22 berths and a 75m² marina building on a floating dock.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Processing Centre - Building comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

Appendix F View Analysis (Original, and supplemental)

Appendix G Form of Development approved-in-principle at Oct. 22, 2002 Public Hearing

Appendix H Public Hearing Minutes and Appendix A from Public Hearing Report

Appendix I False Creek North Official Development Plan (Figure 8)

- **Issues:** Neighbourhood issues around public and private views

- **Urban Design Panel: Not Reviewed**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE409903 as submitted, subject to Council approval of the final form of development, the plans and information forming a part thereof, thereby permitting the development of a floating marina with 22 berths and a marina building on a floating dock, 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 the floating marina ancillary building to be no greater in width (east-west) than that presented in the approved-in-principle Form of Development (Oct.22, 2002) AND lowering its height from 4.875 m (16 ft.) to 4.25 m (14 ft.);
- Note to Applicant:** The proposed width of 36 ft. should be reduced to 31 ft., with the east face of the building no farther east than in the approved-in-principle Form of Development.
- 1.2 design development to orient the access ramp perpendicular to the seawall and delete the landing at the top of the ramp, as shown in the approved-in-principle Form of Development, to the satisfaction of the Director of Planning and General Manager of Engineering Services;
- 1.3 design development to the marina services float area to arrange unobtrusively and attractively screen any equipment or garbage/recycling bins to minimize the appearance of clutter from the seawall (See also Standard Condition A.2.5);
- 1.4 confirmation that all necessary approvals from all regulatory authorities, such as the Burrard Environmental Review Committee (BERC), and others as required, will be obtained prior to any development on the site.
- 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: CD-1 (366) By-law**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size ¹			irregular
Site Area ¹			10 093 m ²
Floor Area ²	Moorage area 4 410 m ² Marina Building 75 m ²		Moorage area 4 410 m ² Marina Building 75 m ²
Height ³	5 m		4.875 m
Parking ⁴		11	0
Loading ⁵		Class B 1	Class B 0
Bicycles ⁶	Class A 1 Class B 6		Class A 0 Class B 0

¹ **Note on Site Size and Site Area:** This site is Lot 249 in False Creek and comprises three separate parcels, tied together as a “hooked site”. The western-most parcel is where the marina is located. The site size shown in the table is the area of all three parcels.

² **Note on Floor Area:** The Form of Development approved-in-principle by Council on October 22, 2002 imposed technical limitations for the Marina and approved a maximum Marina moorage area of 4 410 m² and a maximum Marina building at 75 m² for Sub-Area 5, Site G. Further information on the Marina building is sought in Standard Condition A.1.2.

³ **Note on Height:** Although the CD-1 By-law makes no reference to the maximum height of the marina building and only specifies a height of buildings of 110 m, the Form of Development approved-in-principle by Council on October 22, 2002 imposed technical limitations for a marina building height to a maximum of 5 m for Sub-Area 5, Site G. Notwithstanding that the proposed height is less than 5 m, staff recommend the marina building be lowered to 4.25 m (14 ft) [see Condition 1.1]

⁴ **Note on Parking:** The 11 spaces have been secured by covenant off-site at 1500 Homer Mews (Tower 1K). See also Standard Condition A.2.4.

⁵ **Note on Loading:** The Parking By-law specifies at least one Class B loading space; however, the No Development Covenant conditions of enactment approved by Council approved two off-site Class A loading spaces, which have been secured by covenant off-site at 1500 Homer Mews. See also Standard Condition A.2.4.

⁶ **Note on Bicycles:** No bicycle spaces have been provided, and Standard Condition A.1.1 seeks this provision.

• **Legal Description**

Lot: 249 Rem
 Block: False Creek, Group 1
 Plan: LMP30177
 District Lot: 185

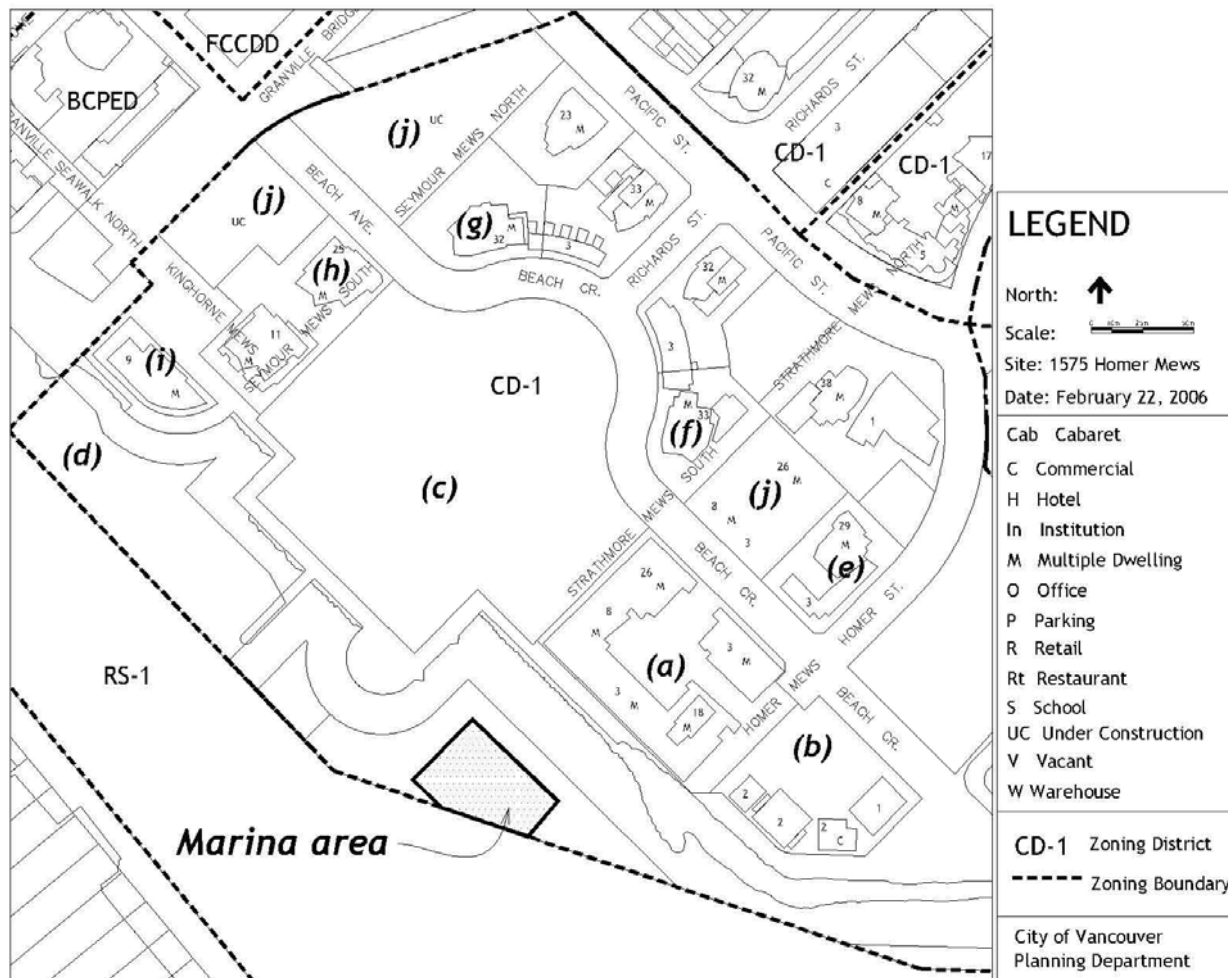
• **History of Application:**

05 Nov 18 Complete DE submitted
 06 Mar 01 Development Permit Staff Committee

• **Site:** The site is located within CD-1 (366) in the Beach Neighbourhood, on the water lot at the foot of Homer Mews.

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

- (a) 400 Beach Crescent (King's Landing), 24 and 18 storey residential towers, occupied
- (b) 1500 Homer Mews, 17 storey residential tower, DE Permit issued (DE408703)
- (c) George Wainborn Park, completed
- (d) False Creek Yacht Club
- (e) 1499 Homer Street (The Waterford), 28 storey residential tower, occupied
- (f) 455 Beach Avenue, 31 storey residential tower, occupied
- (g) 583 Beach, 31 storey residential tower, occupied
- (h) 600 Beach, 24 and 11 storey residential towers, under construction
- (i) 628 Kinghorne Mews, 9 storey mixed use, under construction
- (j) Non-market housing sites



• **Background:** Rezoning of the lands now comprising Beach Neighbourhood was approved in 1996. Most of the residential towers are now occupied, with the exception of the non-market developments, two market-residential projects under construction on the westernmost portion of the neighbourhood (600 Beach and 628 Kinghorne Mews) and the waterfront project on the site farthest east (1500 Homer). In October 2002, Council approved at Public Hearing a text amendment to include Marina Use as a conditional use in the CD-1, and approved in principle a form of development (Appendix G). Council also established the parameters for the Marina with respect to number and size of berths, footprint and square footage of marina moorage area and parameters for the marina building with respect to floor area and height (Appendix H).

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

1. False Creek North Official Development Plan

Section 3.2.9 provides for marinas as illustrated on Figure 8 (Appendix I of this report), having regard to the following principles:

- Some uses ancillary to marinas, such as repair facilities and parking, should be accommodated at unobtrusive locations;
- Some space within marinas should be reserved for visitors;
- Marinas should be of a size, number and location to: maintain street-end views and key long views across the water; not overcrowd the water, especially the central basin; and, minimize on-shore disruption;
- Marinas should not disrupt pedestrian continuity;
- Services, such as parking and loading, should be located to be functional and convenient to marina users; and
- Opportunities for public boat launching should be achieved.

2. Beach Neighbourhood CD-1 By-law (366), No. 7675

Marina Use is a permitted use in the By-law. The current By-law does not specify any technical parameters for such use, but staff have assessed the project based on the technical parameters established at the Public Hearing of October 22, 2002, as slightly modified at the November 7, 2002 Enactment of the CD-1 By-law (#3 below).

3. Beach Neighbourhood (500 and 600 Pacific Street) CD-1 Guidelines

At the October 22, 2002 Public Hearing, Council instructed staff to amend the CD-1 Guidelines to reflect the addition of a marina at this location. This amendment is in process as directed.

4. Council Resolution, Public Hearing October 22, 2002, modified at Enactment, November 7, 2002:

"THAT the application by Pacific Place Developments Corp. to amend CD-1 By-law No. 7675 (#366) for Beach Neighbourhood (Area 1B) at 500 Pacific street to add a marina sub-area, generally as presented in Appendix A of the Policy Report entitled "CD-1 Text Amendment: Beach Neighbourhood (Area 1B) - 500 Pacific Street Marina" dated September 17, 2002, be approved subject to any changes necessary to accurately reflect a proposed form of development, generally as prepared by Peter Busby and Associates Architects Inc., and stamped "Received, City Planning Department, July 31, 2002", further amended as of September 05, 2002, and further amended at the Public Hearing of October 22, 2002, as illustrated in the October 22, 2002, schematic prepared by Busby & Associates Architects, and titled "ConcordArea 1 Rezoning Granville Marina", (herein collectively called the "Form of Development Schematic")." [The October 22, 2002 schematic is attached to this report as Appendix G].

5. Design Development conditions of rezoning enactment:

a) design development to the marina configuration and lay-out to maximize public views from the adjoining seawall public walkway and nearby George Wainborn Park; aspects to review include, and are not limited to:

- maintaining the east-west orientation of the float spines;

- locating the larger moorage berths at the eastern end of the spine which is adjacent to the shore;
- limiting the berths for the spine adjacent to the Harbour Headline to smaller berths;
- limiting the number of ancillary floating service buildings to one, limiting its width, length and height and providing transparency where building function permits it; and
- not locating any berths or floating building in the Homer Street-end view corridor.

• **Response to Applicable By-laws, Guidelines, Approved Form of Development and Design Conditions:**

1. False Creek North Official Development Plan (FCNODP)
2. Beach Neighbourhood CD-1 By-law

Use, Density, Height: The proposed marina use, including one ancillary floating marina office, its floor area (75 sq.m) and height (5 m) and the marina footprint (4,410 sq.m) all conform with the FCNODP and CD-1 By-law.

3. Beach Neighbourhood CD-1 Guidelines
4. Council Rezoning Resolutions and Approved-In-Principle Form of Development
5. Rezoning Design Development Conditions

Form of Development: The proposed marina layout is consistent with the Form of Development that was presented at Public Hearing on Oct. 22, 2002 (refer to Appendix G). The number and size of boats and marina position, layout and area are all consistent with the Form of Development drawing approved-in-principle at Public Hearing. Further, the Rezoning Design Development Conditions (see above and Appendix H, page 4 of 12) have all been addressed.

Three detailed items which were either not shown on the Council approved-in-principle Form of Development or differ slightly at this Development Application stage are:

- i. Width (east-west) of ancillary marina building (proposed 11 m (36 ft.) wide vs. 9.45 m (31 ft.) wide at Public Hearing)
- ii. Access ramp proposed angled from Seawall (vs. perpendicular at Seawall at Public Hearing)
- iii. Marina services float area (approximately 10 m x 10 m to accommodate electrical kiosk, pump out, garbage/recycling bins etc.) added (not indicated at Public Hearing)

While staff consider the above items to be not substantive, further design development is recommended as follows:

- i. Diminish or reorient the ancillary marina building to be no wider east/west than presented at Public Hearing. In addition, while the building's 4.875 m (16 ft.) height is slightly lower than the maximum permitted 5 m. (16.4 ft.), Staff recommend lowering the height to 4.25 m (14 ft.) to further diminish its scale while still allowing for its single storey functions and aesthetic quality (Condition 1.1).
- ii. The proposed angled access ramp with various security gates and wheel barrel paraphernalia strung out in front of the main east/west float spine will add clutter as seen from the seawall. It is recommended that this ramp orientation revert to that shown in the approved-in-principle Form of Development so as to avoid or lessen the prominence of this clutter (Condition 1.2).

- iii. While the functions accommodated on this added float area are acknowledged as necessary, these should be arranged efficiently and unobtrusively so as to possibly diminish the area of this float to attractively screen elements as seen from the seawall (Condition 1.3).

● **Conclusion:** Staff recommend approval, subject to addressing detailed design items as noted in conditions.

URBAN DESIGN PANEL

The project was not reviewed by the Panel.

ENGINEERING SERVICES

At the rezoning, Engineering staff calculated the marina's need for parking based on the standard Parking By-law requirement and concluded that 11 spaces for a 22 berth marina would be adequate at this location since it is expected that at least some of the boat owners will be drawn from the residents of the adjoining Beach Crescent community and, thus, not require separate parking. The two Class A loading spaces are intended for the convenience of the marina users; these spaces are for short-term use only, and should be sufficient to satisfy the demand for this small-scale marina. Parking and loading requirements have been secured off-site as conditions of the rezoning. (See also condition A.2.4).

There is a No Development Covenant registered on title that originated from the zoning by-law enactment of the Concord Area 1A (Lot 267) and Area 1B (Lot 249) Marinas. This covenant is to secure, among other things, the provision of 5 permanent visitor berths, public amenities comprised of a visiting boater information/referral centre, pump-out station, laundromat/toilet facilities for visiting transient boaters, alteration to the proposed ferry dock facility at David Lam Park to provide wheelchair accessibility and a Statutory Right of Way and pedestrian walkway through the adjacent provincially owned property. Registration of a Statutory Right of Way over Lot 161 and 167 is the only outstanding legal agreement required to remove the No Development Covenant (See Standard Condition A.2.2). An encroachment agreement was registered to allow the Area 1B Marina to occupy portions of City roads along the Shoreline Protection Works and to connect to the seawall, and will allow the City to access Marina 1B for inspection, maintenance and replacement of Shoreline Protection Works.

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

There are no issues.

PARK BOARD

Staff support the conditions seeking to minimize impacts on views from the seawall and George Wainborn Park, and promoting a neat and tidy appearance of the marina. (Conditions 1.1 and 1.3).

ENVIRONMENTAL PROTECTION BRANCH

The Applicant must comply with the three conditions outlined in the letter dated June 24, 1999, by Ron Driedger, Deputy Director of Waste Management, Ministry of Environment, Lands and Parks (now known as Ministry of Environment). Occupancy will be held until an issuance of a Confirmation of Compliance from the Province of BC for the subject site. (See also conditions B.2.1, B.2.2 & B.2.3) Further, this development will also require the approval of the Burrard Environmental Review Committee (BERC) (Condition 1.4).

PROCESSING CENTRE - BUILDING

Staff from Processing Centre-Building and Fire and Rescue Services visited this site to assess the feasibility of meeting the code requirements as outlined in Appendix C. A preliminary assessment and discussions with the applicant concluded that the Homer Mews extension has been built to accommodate the requirements for the City's largest fire vehicle. (See #4, Appendix C). Verification of this will be required by the applicant's structural professional. The applicant is urged to review with its code consultant the other items listed in Appendix C, and to seek early feedback on how these items can be addressed.

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:

Detailed drawings of the Marina and associated amenity spaces are to be submitted for review by the Environmental Health Division for compliance with Section 7 of the Health By-Law#6580, Marinas, prior to the building permit stage.

The garbage storage area is to be designed to minimize nuisances.

NOTIFICATION

One site sign was placed facing the seawall at this site on December 2, 2005. On that day, 1,156 letters were sent by the City to neighbouring property owners advising them of the application. An additional 536 copies of the letter were sent by Concord Pacific to pre-purchasers within the Beach Neighbourhood who would not yet be on the City's mailing list. This included residents of the newly occupied "King's Landing" (property (a) on the context map, page 4).

On December 13, 2005, the Applicant hosted an Open House. Twenty four neighbours signed in, but it is estimated that approximately 40 people were in attendance. At the Open House, neighbours had a chance to review the application materials, including the view analyses submitted. In addition, City staff presented an overview of the rezoning of this site in 2002 and the current development application process. Concord Pacific representatives and the architect team were available to answer specific questions about the proposal.

On February 7, 2006, another letter was sent to the full notification area, including pre-purchasers, advising that a supplemental view analysis had been received, as well as a revised site plan. Several neighbours visited with the Project Facilitator to review and obtain copies of this additional material.

Fifty-one households submitted written responses about the application. Thirty six were opposed to the application, 9 supported the application, and 6 had other comments. A summary of the comments follows.

Scale of Development and associated impacts

Most respondents who wrote in opposition believe the scale of the marina is too big, but acknowledged that a smaller scale marina with smaller boats and a smaller accessory building might be acceptable. They commented particularly on the length of the largest boats that would be allowed (60'-100'), the likely height of these boats and the height of the marina building. Their concerns were that a development of this scale would:

- Impact water views from the seawall, due to a lengthy "wall" of boats and building nearly 175' long and 17' high, at high tide;
- Impact views from George Wainborn Park, particularly from the promontory looking eastward down False Creek. The current view is uncluttered;
- Impact private views, particularly from the King's Landing townhouse units and those on the lower levels. These respondents felt they were not provided with accurate information at the time they purchased their units (beginning in 2003) about the scale of marina that would be developed;
- Result in additional traffic in an already congested neighbourhood, with too few off-site marina parking spaces being proposed (11) for the number of berths (22);
- Create navigational hazards in False Creek, especially the large boats that would be competing for space in the narrow channel;
- Reduce the overall aesthetics of Beach Neighbourhood; and
- Result in the deck area surrounding the accessory building being used as a "party dock".

Impact of Any Marina

Some respondents opposed any marina development at this location. Their concerns included many of the above, but in addition:

- Views from the south shore of False Creek to the north would be even more cluttered;
- A belief that marinas are an eyesore, like a surface parking lot;
- Noise, water and air pollution will result;
- A marina at this location is an incompatible use with surrounding residential uses.

Process Issues

Several respondents had concerns about the process by which the site was rezoned in 2002, and the information provided by the developer during pre-sales of adjacent residential units after 2002. Specifically, respondents noted:

- The public benefits package approved by Council in 2002, in exchange for allowing a marina at this site, was too heavily slanted in the developer's favour;
- Pre-purchasers in adjacent buildings never had an opportunity to address Council directly at the time of the rezoning;
- The developer did not accurately portray the potential scale of the marina at the time the King's Landing residential development was being sold; and
- The view analysis presented at the December 2005 Open House did not accurately portray the heights of boats, the tide fluctuations, and the likely ratio of power to sail boats.

Comments in Support

Those in favour of the application as proposed offered the following:

- The marina would provide aesthetic interest along the seawall;
- The marina would promote tourism, allowing international boaters to visit the City at a wonderful location; and
- The Applicant has done a good job protecting important view corridors from the Park and from Homer Mews.

Suggested Revisions

A number of respondents, especially those who favoured a scaled down marina, offered the following suggestions:

- Allow only boats under 50' in length;
- Allow only sailboats;
- Remove the southernmost float, thereby better preserving views from the Park;
- Restrict the building and deck size to a total of 75 sq. m;
- Make allowance for berthing of non-motorized boats on the docks, or the deck surrounding the marina building;
- Reduce the number of slips by half;
- Lower the building height to the minimum required for a one-storey accessory building and make the building more attractive - it is too industrial-looking; and
- Add a bio-diesel dispensary to reduce the need for fossil fuels.

Staff Response: While staff appreciate the range of concerns expressed, it is clear Council, after careful consideration, approved-in-principle a specific Form of Development at Public Hearing on October 22, 2002. The proposal is substantively consistent with that Form of Development. Staff do recommend several design development conditions to bring several items into consistency with the Council approved-in-principle Form of Development.

With respect to concerns about whether the proposal provides adequate parking, the parking requirements have been calculated based on the Parking By-law requirements for marina use. At the Public Hearing, Council directed the applicant to make arrangements for parking and loading to be secured off-site, and this has been done, through a registered agreement on title for the adjacent development at 1500 Homer Mews.

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 and the CD-1 By-law, it requires decisions by the Development Permit Board.

With respect to the Parking By-law, a relaxation of on-site loading and on site parking is required. Staff Committee supports the relaxations proposed, as they are consistent with Council's October 22, 2002 resolution that parking and loading be secured off-site.

Staff Committee agrees that the form of development is generally consistent with that approved in principle by Council in October, 2002, and supports the efforts to improve public views as recommended in conditions 1.1 and 1.3.

B. Boons
Chair, Development Permit Staff Committee

R. Segal, MAIBC
Senior Development Planner

T. Chen
Project Coordinator

Project Facilitator: V. Potter

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

A.1.1 provision of Class A and Class B bicycle spaces in accordance with the Parking By-law;

A.1.2 clarification of the intended use of the proposed office/lounge space in the marina building;

Note to Applicant: Further information is required as to the types of functions, expected users, and hours of operation of the indoor and outdoor lounge areas are required.

A.1.3 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 open space and the Public Realm;

A.2 Standard Engineering Conditions

A.2.1 clarification required if subdivision of this portion of the "hooked" Lot 249 is intended.

A.2.2 removal of the No Development Covenant registered on Lot 249, LMP 30177, District Lot 185, by satisfying the following outstanding item:

- Registration of a Statutory Right of Way for the pedestrian walkway over Lots 161 and Lot 167 to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services;

A.2.3 confirmation that the navigational aspects (exiting/entering) of the marina pose no hazard to the structural soundness of the dedicated City Road adjacent to Lot 249 (subject site) (See also Condition 1.4);

A.2.4 provision of a copy of the approved plan from DE 408703 (1500 Homer) showing the location of the off-site parking and loading spaces designated for marina use and clarification of how these spaces are to be accessed by Marina patrons;

A.2.5 further clarification of the solid waste management practices of the Marina, to the satisfaction of the General Manager of Engineering Services, including strategies to mitigate potential vehicle/solid waste container congestion problems at the proposed parking and loading zone at the Homer Street End turnaround;

A.2.6 provision of a pump out that is easily accessible to all berths, either through a connection at each berth or by having the slip beside the pump-out clear to the satisfaction of the General Manager of Engineering Services:

Note to Applicant: The approach detailed in the International Marine Flotation Services Drawing No. Sk.2 dated February 15, 2006, reviewed earlier by Engineering Services, is acceptable and should be included as part of the Prior to Response resubmission.

A.2.7 clarification of and arrangements for provision of utility servicing to the site.

A.3 Standard Vancouver Coastal Health Authority Conditions

- A.3.1 notation on plans confirming that 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. As well, the mechanical equipment will be designed and located to reduce adverse air quality on the neighbourhood.

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 March 1, 2006. 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 **September 27, 2006**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the by-law or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation, describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 No Occupancy for the site shall be granted until issuance of a Confirmation of Compliance from the Province of BC, for the subject site, is received.
 - B.2.2 The applicant is to note that approval of other jurisdictions, such as the Burrard Environmental Review Committee, the Ministry of Environment, Lands and Parks (now known as Ministry of Environment) will be required, even if all City permit approvals have been obtained.
 - B.2.3 All approved vehicle parking, loading and unloading spaces and bicycle parking spaces located offsite at 1500 Homer Mews 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.2.4 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.
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Processing Centre - Building comments

The following comments have been provided by Processing Centre-Building and are based on the architectural drawings prepared by Walter Francl Architect, received on November 18, 2005, for this Development application. This is a preliminary review intended to identify areas in which the proposal may conflict with requirements of the Vancouver Building By-law #8057, including provisions for Fire Fighting Subsection 3.2.5.

1. *Barrier-free access from the street to the marina building principal entrance and to all common areas is required.
2. A fire alarm system is required in accordance with Sentence 3.2.4.1.(1).
3. *A fire hydrant is required within 45 m of the siamese connection.
4. *A street or access route designed to accommodate fire trucks is required to be extended, from the intersection of Homer Street and Beach Crescent, to within 3 and 15 metres of the marina building principal entrance.
5. Fire protection for the Marina shall conform with NFPA 303 per Article 2.16.1.1 of the Vancouver Fire By-law, which includes the requirement for a Class II standpipe system.

*Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.
