



CITY OF VANCOUVER

POLICY REPORT URBAN STRUCTURE

Date: July 4, 2005
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CC File No.: 5304
Meeting Date: July 19, 2005

TO: Vancouver City Council
FROM: Director of Current Planning
SUBJECT: 1750 Davie Street: Rezoning from C-5 to CD-1

RECOMMENDATION

- A. THAT the application by Henriquez Partners Architects to rezone 1750 Davie Street (Lot G, Block 62, DL 185, Plan LMP 20051) from C-5 Commercial District to CD-1 Comprehensive Development District for a one-storey commercial addition up to the street property line of an existing 12-storey commercial/residential building be referred to a Public Hearing, together with:
- i. plans received January 12, 2005;
 - ii. draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - iii. the recommendation of the Director of Current Planning to approve, subject to conditions contained in Appendix B.

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at the Public Hearing, including a consequential amendment to the Sign By-law to establish regulations for this CD-1 in accordance with Schedule B (C-5) as set out in Appendix C.

- B. THAT, subject to approval of the rezoning at a Public Hearing, the Noise Control By-law be amended to include this CD-1 in Schedule A as set out in Appendix C; and

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendments to the Noise Control By-law at the time of enactment of the CD-1 By-law.

GENERAL MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of A and B.

COUNCIL POLICY

Relevant Council Policies for this site include:

- Central Area Plan: Goals and Land Use Policy, adopted December, 1991,
- Transfer of Density Policy and Procedure, adopted January 1983 and last amended August 2002, and
- Financing Growth (Community Amenity Contribution) Policy as amended to June 24, 2003.

PURPOSE

This report assesses an application to rezone 1750 Davie Street from C-5 Commercial District to CD-1 Comprehensive Development District. Rezoning approval would increase the site's maximum density, through a transfer of heritage density, to enable a one-storey commercial addition up to the street property line of an existing, non-conforming 12-storey mixed-used building with office uses at grade and residential above.

The existing building is over the maximum density which can be permitted in this district, as it was approved forty years ago under a previous zoning. The proposal would increase the non-conformity slightly, but it is supported because the addition would provide for commercial continuity at the property line along this section of Davie Street as required by existing, more recent zoning. The heritage density purchase is a further public benefit. The Director of Current Planning supports the application and recommends it be referred to a Public Hearing and approved subject to conditions.

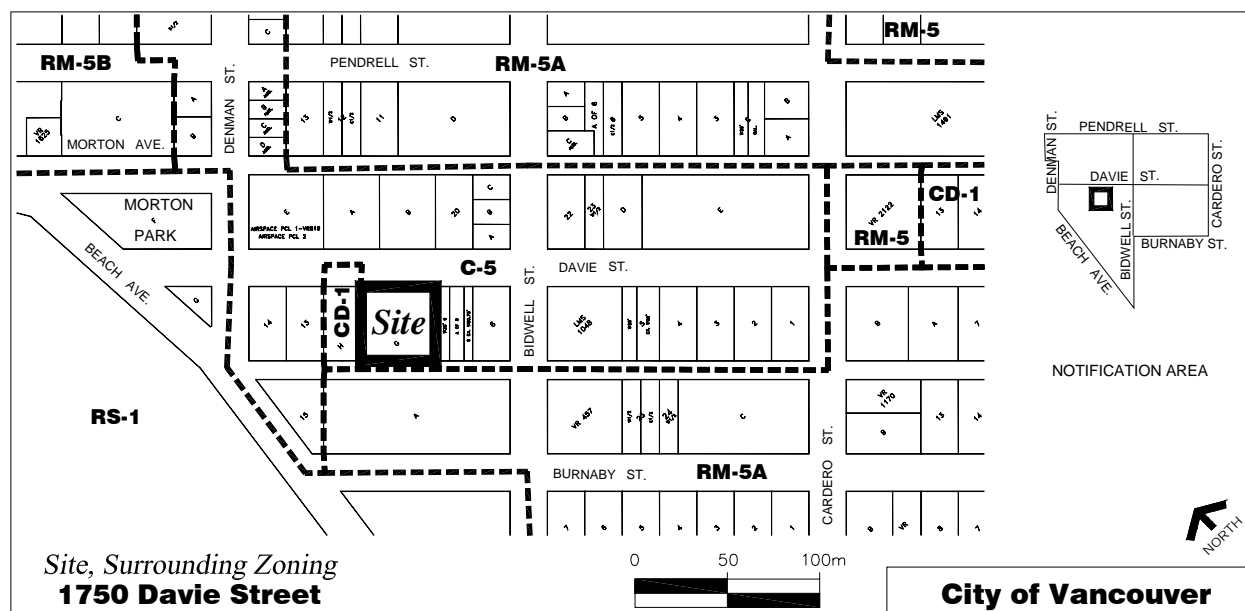
BACKGROUND

Site, Zoning and Existing Development: This 1 605.3 m² (17, 292 sq. ft.) site has a frontage of 40.23 m (132 ft.) along Davie Street and a depth of 39.93 m (131 ft.). (See map diagram in Figure 1 on the following page.) The site slopes approximately 2 m (6.6 ft.) from east to west and 1 m (3.3 ft.) from front to rear.

The site contains a 12-storey mixed-use building with floor space ratio (FSR) of 3.13 and height of 38.75 m (127.13 ft.). (See "existing site plan" in Appendix E, page 1.) The development was approved in 1965 (DE29871), when C-3 Commercial District zoning permitted a floor space ratio (FSR) of 5.00. In 1985, the neighbourhood was rezoned West End Official Development Plan and the density permitted on this section of Davie Street was reduced to 2.20 FSR. In 1986, this part of Davie Street was rezoned to C-5 Commercial District which permits 2.20 FSR with a maximum of 1.20 FSR in commercial use. Maximum building height was also reduced to an outright maximum of 18.3 m (60 ft.) and conditional maximum of 64 m (210 ft.).

The building has a floor area of 5 022 m² (54,060.5 sq. ft.), with most of it, 4 820.5 m² (51,889 sq. ft.), being in residential use (88 rental apartments). In addition to the entry lobby for the residences above and a laundry room, the ground floor has two commercial units with floor area of 201.74 m² (2,171.6 sq. ft.), or 4 percent of the total floor area.

Figure 1. Site and Surrounding Zoning



The building is set back 5.64 m (18.5 ft.) from the Davie Street property line and has a 1.2 m (4 ft.) metal fence and stucco wall along the property line. The front yard and east side yard are planted with trees and shrubs. The west side yard has a concrete swimming pool which has been unused for several years. The rear of the site consists of one level of underground parking with a parking deck above, providing a total of 50 parking spaces. The parking deck has a concrete wall along the lane property line.

The building's typical residential floor provides 8 rental apartments: 4 bachelor and 4 one-bedroom units. In the 11 residential floors there are 44 1-bedroom suites and 44 bachelor suites for a total of 88 dwelling units.

The curb lane immediately in the front of the site is utilized by TransLink as a terminus for the Davie/Robson buses. There is a bus shelter situated near the site's main entryway.

Surrounding Zoning and Development: The site immediately to the west, at 1762 Davie Street, was rezoned to CD-1 (# 374) in 1997 to accommodate a 6-storey building with commercial uses at grade and residential above, and maximum FSR of 3.40. Redevelopment has not yet occurred and the site continues to be occupied by a vacated two-storey restaurant building with adjoining surface parking lot. Further to the west, at the Denman Street corner is a 16-storey residential tower with highly-activated commercial floor area at grade (particularly two restaurants with outdoor seating) and surface parking to the east. Across the lane to the south is a 28-storey residential tower and an open landscaped area.

To the east along Davie Street up to Bidwell Street are one-storey commercial buildings. Across Davie Street to the north is the 6-storey Sands Hotel and one- to three-storey commercial developments. Recent commercial development on the block between Bidwell and Cardero Streets has developed a strong retail continuity which has revitalized the character and pedestrian interest of this two-block portion of Davie Street.

Proposed Development: The application proposes to add commercial space up to the street property line across the full width of the site. (See “ground floor plan” in Appendix E, page 2.) The existing commercial floor area of 201.74 m² (2,171.6 sq. ft.) would be enlarged to 617.7 m² (6,649 sq. ft.), and 4 commercial units would be provided to replace the two now existing.

The front yard and existing ground floor being below official building grade at the street property line, a raised floor will be required for the new commercial podium. Its roof will thus be higher than the floor of the building’s second storey and this will impact three street-facing apartments. The application therefore also proposes to convert these units to residential storage, a gym, and a tenant lounge. The lounge will have direct access to a new landscaped amenity deck on the rooftop of the commercial podium on the west side of the building (for sunlight access and water views).

Residential floor area of 147 m² (1,577 sq. ft.) would be replaced by 36.5 m² (393 sq. ft.) residential storage, 57.13 m² (615 sq. ft.) gym, and 52.3 m² (569 sq. ft.) tenant lounge. The outdoor amenity deck would have area of 88 m² (947 sq. ft.). Two dwelling units on the third floor would gain new decks partially over the commercial podium.

The application states an intention to replace the windows in the residential tower with double-glazed units and to repaint the concrete exterior walls and spandrels. At the rear property line, landscaping and new fencing will provide security and enhance the lane by screening the underground and raised parking decks.

The small commercial addition of 416 m² (4,477.5 sq. ft.) and the conversion of 147 m² (1,577 sq. ft.) of residential floor area to residential amenities which are not counted in FSR calculations results in a net floor area increase of 271.4 m² (2,921 sq. ft.), or 5.4 percent.

DISCUSSION

Land Use: The land uses in question, residential and commercial, are permitted in this district. The small increase in commercial floor will fill in a gap in the retail continuity which is required on the 1600- and 1700-block of Davie Street. The loss of residential floor area, in the form of three rental dwelling units, while raising a concern, is supported by staff, for several reasons:

- the functionality of these units would be compromised by the addition of street-fronting commercial space;
- the liveability of the many remaining dwelling units will be significantly improved by the provision of resident amenity space, including storage, a gym, a lounge and an outdoor deck; and
- two third-floor units will gain new landscaped decks over the commercial podium. This landscaping, when combined with rooftop planters at the Davie Street edge of the commercial podium, will help mitigate some of the privacy and acoustic impacts of the transit shelter and bus parking in front. The new double-glazing which is proposed will also assist.

To partially address the loss of dwelling units, it is recommended that the property owner make arrangements to the satisfaction of the Director of the Housing Centre to provide a

tenant relocation plan for the units which would be converted to amenity space, to either relocate the affected tenants within the building, or to provide relocation assistance.

Form of Development: The existing building is set back from Davie Street which creates a gap in the commercial continuity of Davie Street between Denman and Bidwell Streets. The current C-5 zoning requires new buildings to be developed to the street with no front yard. Furthermore, the Central Area Plan states “continuous at-grade retail required” for development along Davie Street between Denman and Cardero Streets.

The development of a one-storey commercial podium out to Davie Street with four commercial units and a residential entry into the tower would fill in a significant street wall gap and thereby provide pedestrian interest and retail continuity which will better connect the south side of the two-block Davie Street commercial district to the restaurants and shops on Denman Street.

The proposed storefront widths are 9.1 m (30 ft.) are slightly more than the maximum of 7.7 m (25 ft.) required in the C-5 District (although this can be relaxed). Due to the public benefit of commercial continuity and pedestrian interest created by the addition, staff support the proposed storefront widths.

The Urban Design Panel unanimously supported the application in a review on March 2, 2005. (See minutes in Appendix D). Its recommended improvements are reflected in the design development conditions to be addressed at the development (DE) application stage, as recommended by staff in Appendix B.

Density: The applicant proposes a transfer of heritage density from a suitable donor site to the subject site, as can be considered under the provisions of the Transfer of Density Policy, in this case to improve urban design.

Staff support the net increase in density, through heritage density transfer, because the proposal will improve retail continuity along this part of Davie Street and because purchase of heritage density will assist with heritage retention elsewhere in accordance with Council policy. It can be noted that the heritage floor space to be transferred would increase the total floor area on the site by 5.4 percent, which is less than the 10 percent increase which may otherwise be permitted in the C-5 District by the Development Permit Board. The reason that this could not occur through a DE, but rather through rezoning, is that existing development already exceeds the maximum FSR in the district through non-conformity.

While the project is supported, staff do not recommend a CD-1 By-law that would allow for a possible future building larger than that permitted under C-5 plus the heritage density being purchased, as the property owner is not interested in purchasing heritage density to reflect the non-conforming floor area of 1 492.9 m² (16,070 sq. ft.). Staff recommend a CD-1 By-law which would permit the existing building at 3.13 FSR and the addition at 0.17 FSR but limit any redevelopment to 2.37 FSR (i.e., the density permitted under C-5 plus purchased heritage density). This essentially preserves the legally non-conforming status of the existing building similar to its present status under C-5, while providing redevelopment opportunity similar to C-5 plus 0.17 FSR.

Parking: The existing building has 50 parking spaces on two levels accessed by separate ramps off the lane, no loading spaces, no bicycle parking spaces, and no on-site storage for

garbage/recycling. It is non-conforming with respect to present Parking By-law requirements. As a new development, the current proposal would have to provide 77 parking spaces (67 residential and 10 commercial), one Class B loading space, and 112 bicycle parking spaces (106 Class A subject to confirmation at the DE stage, and 6 Class B).

The application proposes to convert two parking spaces to two Class A loading spaces (in lieu of one Class B loading space), convert one space to garbage bin storage and to make other alterations resulting in 46 parking spaces remaining to serve the building's occupants and visitors, 4 less than is now provided.

Engineering Services staff note that present parking provision is a lawfully existing non-conformity, and that the increase in parking demand (7 spaces), is within 10 percent of the requirement, and so an exemption can be considered. Furthermore, the provision of loading spaces and on-site garbage/recycling spaces is supported at the cost of reduced parking provision. Also, bicycle parking to current standards should be addressed. The parking shortfall might be minimized by the provision of two disability spaces, as required in the By-law, and a co-op vehicle and parking space.

The applicant has recently responded to these comments with a revised parking provision which includes two disability spaces, one parking space dedicated to the Co-op Auto Network, with owner to provide funds for the purchase of co-op car, and 112 bicycle spaces. This revision would lose 2 more spaces, for an overall loss of 6 parking spaces.

In preliminary review staff unanimously welcome the accommodation of required bicycle parking, disability spaces and co-op parking and car. With some enhancements to the proposed layout and design, at DE stage, it will be possible to achieve a parking provision credited at 44 spaces, possibly more, and which is supportable.

Public Benefit: The proposal will enhance the retail continuity and pedestrian interest along this section of Davie Street. The purchase of heritage density is a recognized public benefit.

PUBLIC INPUT

An information sign was installed on the site on February 4, 2005 and a notification letter dated February 3, 2005 was mailed to 85 property owners in the surrounding area. The notification area was Denman Street to the west, Pendrell Street to the north, Cardero Street to the east and Burnaby Street/Beach Avenue to the south. No public response has been received.

COMMUNITY AMENITY CONTRIBUTION (CAC)

The Financing Growth Policy, last amended in June, 2003, anticipates a CAC for rezonings which seeks land uses, density or building height not available through existing zoning regulations. (Note: A transfer of heritage bonus density from a suitable donor site can be considered as part of the CAC if the receiver site is in the area within which heritage density transfers can be considered.) By contrast to 'standard' rezonings elsewhere in the city which are generally subject to a flat rate CAC (\$3.00 per sq. ft.), rezonings in the downtown peninsula (including the West End) are 'non-standard' for which the CAC is determined through a negotiated approach taking into account, among other things, development economics.

For this application, Real Estate Services has estimated the increase in site value from rezoning approval (referred to as 'land lift") to be \$249,400, taking into account the value of increased commercial floor area and reduced residential floor area. The property owner has reviewed this estimate and offers a CAC in the form of a heritage density transfer with value of \$189,865, representing 76 percent of the land lift, which is within the range experienced for recent downtown rezonings.

The property owner's offer is based on early arrangements which were made to purchase an amount of heritage density equivalent to the net increase in floor area proposed on the site, plus or minus 10 percent. Staff recommend that this CAC offer be accepted, and to this end recommend as a condition of rezoning approval in Appendix B that the property owner complete arrangements for the purchase and transfer of 271.4 m² (2,921 sq. ft.) or more of heritage bonus density, with value of at least \$189,865.

FINANCIAL IMPLICATIONS

Approval of the report recommendations will have no financial implications with respect to the City's operating expenditures, fees, or staffing.

APPLICANT COMMENT

"We have reviewed the document and agree with the proposed conditions and recommendations.

Our client would like to add the following background information regarding the existing property for the City's and Council's consideration.

Before Hollyburn purchased the property it was a fractional title with 75 individual owners. Hollyburn collapsed the titles and has sole ownership of the site. They have spent \$500,000 to upgrade the building and have converted it back to rental apartments.

As you may know, fractional titles exploited a previous loophole in the City Bylaws that resulted in the disrepair of a number of buildings in the West End. Hollyburn has made a significant investment in purchasing and upgrading this building while adding to the diminishing rental stock in the downtown area and removing an undesirable method of ownership.

We appreciate the City's cooperation and look forward to working with the City as the project proceeds."

CONCLUSION

Planning staff support this proposal which will help to close the gap along this portion of Davie Street to improve retail continuity while meeting a further public objective of facilitating heritage conservation. The Director of Current Planning therefore recommends the application be referred to a Public Hearing and be approved, subject to proposed conditions.

* * * * *

1750 Davie Street
DRAFT CD-1 BY-LAW PROVISIONS

A Draft CD-1 By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting, to the satisfaction of the Director of Legal Services.

Uses

- Similar to the C-5 District Schedule, in particular:
- Dwelling uses in conjunction with other uses in this section,
- Office uses,
- Retail uses but not including Adult Retail Store, Liquor Store, Pawnshop and Secondhand Store,
- Service Uses but not including Body-rub Parlour, Cabaret, Funeral Home, Hotel, Neighbourhood Public House, Production or Rehearsal Studio and Restaurant - Class 2, and
- accessory uses customarily ancillary to the above uses.

Density

- The floor space ratio for the 12-storey residential tower, including two commercial units, in existence on the date of enactment of the By-law must not exceed 3.13, and the floor space ratio for the proposed one-storey commercial podium facing Davie Street, including four commercial units and the residential entry into the residential tower, must not exceed 0.17;
- The floor space ratio for any development other than that set out in section 1 must not exceed 2.37; and
- Inclusion and exclusion provisions of the C-5 District Schedule.

Height

- The maximum height of a building measured above the base surface is 18.3 m

Frontage

- The maximum frontage for each individual commercial occupancy is 9.1 m (30 ft.). The Director of Planning may relax this requirement if he is satisfied that the scale of development at the street property line at this location will relate to pedestrians.

Parking

- Parking, loading, and bicycle spaces are to be provided and maintained in accordance with the provisions of the Parking By-law, including those pertaining to exemption, relaxation, and shared-use reduction, except that the minimum parking provisions shall be equal to or exceed the 50 spaces already provided unless minimally reduced in order to provide disability spaces and to satisfy minimum bicycle parking requirements

Acoustics

- per C-5 District Schedule.

1750 DAVIE STREET
PROPOSED CONDITIONS OF APPROVAL

Rezoning approval conditions will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to the finalization of the agenda for the public hearing, to the satisfaction of the Director of Legal Services.

FORM OF DEVELOPMENT

- (a) THAT the proposed form of development be approved by Council in principle, generally as prepared by Henriquez Partners Architects, in plans showing additions and alterations to the existing building at 1750 Davie (DE 29871), and stamped "Received City Planning Department January 12, 2005, provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or Development Permit Board, who shall have particular regard to the following:

DESIGN DEVELOPMENT

- (i) design development to improve the small-scale retail rhythm of Davie Street;

Note to Applicant: The continuous horizontal fascia and associated planter can break at the residential entrance, and other enhancements in consultation of the C-5 District external design regulations.

- (ii) design development to improve the residential entrance;

Note to Applicant: The entrance doors could be closer to the street and the retail glazing wrapped at the corners, and other enhancements in consultation of the C-5 District external design regulations.

- (iii) provision of a retail signage concept;

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

- (iv) design development to take into consideration CPTED principles, having particular regard for:

- theft in parking areas,
- commercial break and enter, and
- graffiti and mischief;

LANDSCAPE

- (v) The public realm (building edge to curb) should be illustrated on the Landscape Plan;

Note to applicant: All existing street trees and public utilities such as lamp posts, hydro poles, fire hydrants, signs, bus shelter, etc. should be noted.

- (vi) New street trees adjacent to the development shall be provided;

Note to applicant: New street trees should be noted as "Final species, quantity and spacing to the approval of the City Engineer and Park Board".

- (vii) More substantial roof top planting on the second floor amenity roof deck should be considered (and incorporating larger planters and small trees);

- (viii) An irrigation system shall be specified in all upper terrace planters. Notations to this affect should be added to the drawing; and

Note to applicant: The irrigation system design and installation shall be in accordance with the irrigation industry of B.C. standards and guidelines.

- (ix) substantially increase the soil volume of the planter proposed along the lane.

PARKING, LOADING, BICYCLE PARKING AND PASSENGER LOADING

- (x) Provision of bicycle spaces to meet Parking By-law requirements;

Note to Applicant: A revised bicycle and vehicle parking lay-out submitted June 22, 2005 proposes to provide the projected required 106 Class A bicycle spaces and 6 Class B spaces. However, space could be recovered to minimize loss of vehicular parking spaces by considering a redesign of the bicycle parking by converting the westerly bike rooms (with 20 and 16 spaces), making those spaces vertical, and otherwise redesign the bike rooms (especially the 9-space one) to achieve more spaces (using verticals, narrowed aisles/widened spaces, etc.), such that the 5-space mini-room can be recovered for use as a parking space.

- (xi) Provision of parking spaces such as to minimize the loss of existing spaces;

Note to Applicant: Further revisions to the parking lay-out should be considered, including: making space #1 in the underground level a disability space, making spaces #18 through 22 five small-car spaces, rather than 1 disability and 3 full-sized spaces. Note that the disability space [#38] will need access to the elevator via ramps, or mechanical lift, rather than stairs. The revised tally, then, would be 31 standard spaces, 6 small car spaces, 2 disability spaces, and 1 co-op space, for a total of 40 vehicles parked; the disability spaces can be double-counted [i.e., +2] and the co-op space counts for 3 [i.e., another +2], for a total provision credited at 44 spaces. Should fewer bicycle spaces be deemed required at the DE stage [the result of detailed dwelling unit size calculations confirming units smaller than 37 m²] then additional vehicular parking space[s] should be provided, if possible, to minimize the net loss.

- (xii) Provision of loading spaces, generally as proposed; and
- (xiii) Provision of garbage / recycling space, generally as proposed.

AGREEMENTS

- (c) THAT, prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services, the registered owner shall:

HERITAGE DENSITY TRANSFER

- (i) make arrangements to the satisfaction of the Director of Current Planning to secure the purchase and transfer of heritage density to 1750 Davie Street from a suitable donor site in an amount not less than 271.4 m² (2,921 sq. ft.) with value not less than \$189,865;

Note to Applicant: Letters in the City's standard format, i.e. Letters A and B, are to be completed by both the owner of the subject site, also referred to as the "receiver" site, and the owner of the "donor" site, and submitted to the City together with receipt(s) of heritage density purchase, including the amount, sale price, and total cost of the heritage density.

TENANT RELOCATION

- (ii) make arrangements to the satisfaction of the Director of the Housing Centre to provide a tenant relocation plan where units are being converted to amenity space, to either relocate affected tenants within the building, or provide relocation assistance;

ENGINEERING

- (iii) make arrangements to the satisfaction of the General Manager of Engineering Services for provision of independent public utility services (Hydro, Telus, and Cable) with all services to be undergrounded from the closest existing suitable service point; and

Note to Applicant: 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 is encouraged.

- (iv) make arrangements to the satisfaction of the Director of Planning, in consultation with the General Manager of Engineering Services, for the provision, operation, and maintenance of one Co-operative Parking Space and one Co-operative Vehicle.

DRAFT AMENDMENTS TO SIGN BY-LAW No. 6510

Amend Schedule E (Comprehensive Development Areas) by adding the following:

"1750 Davie Street [CD-1 #] [By-law #] B (C-5)"

DRAFT AMENDMENTS TO NOISE CONTROL: BY-LAW No. 6555

Amend Schedule B by adding the following:

"[CD-1 #] [By-law #] 1750 Davie Street"

* * * * *

COMMENTS FROM THE PUBLIC
AND REVIEWING AGENCIES

Public Input: A rezoning information sign was erected on the site on February 4, 2005. Planning staff sent a notification letter on February 3, 2005 to 85 nearby property owners. The notification area was Denman Street to the west, Pendrell Street to the north, Cardero Street to the east and Burnaby Street/Beach Avenue to the south. No response was received as a result of the sign or letters.

Comments of the General Manager of Engineering Services: Engineering Services has no objection to the proposed rezoning provided that the development complies with parking requirements as outlined in Appendix A and rezoning approval conditions to be recommended in Appendix B.

Comments of the Director of the Housing Centre: The Housing Centre requires a tenant relocation plan or relocation assistance for the tenants displaced from the 3 residential units lost to be recommended in Appendix B as conditions of rezoning approval.

Comments from the Health Department: "The City's acoustical criteria shall form part of the Zoning By-law, and an Acoustical Consultant's report shall be required which assesses noise impacts on the site and recommends noise mitigating measures."

Comments from Fire Prevention: "Vancouver Fire & Rescue Services have no concerns with proposed rezoning."

Urban Design Panel Comment: The Urban Design Panel reviewed this proposal on March 2, 2005 and supported it unanimously (8-0).

"Panel's Consensus on Key Aspects Needing Improvement:

- Review the entry with respect to CPTED concerns, visual differentiation from the retail and the overall depth of public access;
- Increase the opportunity for a finer grain of storefront differentiation. This could be within the context of an overall horizontal strategy and could include consideration of stepping the canopy but should include a comprehensive signage strategy;
- Enhance the rooftop detailing including detailed consideration of plant species and patterning taking into account overlook from the tower;
- Design development to the lane planter to improve durability; and
- Include street trees if practical.

Related Commentary:

The Panel unanimously supported this rezoning application and thought it achieved a good urban design objective for a very small increase in density. The improvement to this section of Davie Street will be very welcome.

Concerns were expressed about the treatment of the facade, although one Panel member thought its horizontality was a legitimate architectural response. However, most Panel members thought it should better reflect the incremental nature the Davie Street frontage

and be broken up more. Design development was recommended to provide greater opportunity for individual store expressions. One Panel member acknowledged the horizontal element brings the two neighbours together but thought there could be some articulation or change of materials at the entry. There were also comments that the building needs to be more playful, warmer and more inviting. One Panel member did not support reflecting the horizontal banding of the 60's tower the commercial addition but recommended considering it as two projects: a residential tower at the rear and a streetscape urban design exercise at the front. Questions were raised about the row of bamboo, which contributes to the monolithic appearance of the building. More landscape details will be necessary at the next stage of the design. Another Panel member questioned whether the bamboo will achieve the crisp horizontality suggested in the illustrations; some other plant material might be better.

Design development to the canopy was recommended, and to bring it down to a level where it is more effective as weather protection. Signage will also need to be carefully considered at the development application stage.

The Panel had concerns about the residential entry, in particular with respect to security because it will likely attracted unwanted overnight guests as currently designed. Several Panel members suggested a courtyard entry would be a better solution.

One Panel member questioned whether the back-illumination of the spandrel glass would be successful, and stressed that careful attention should be paid to the details in the way the glass joins the concrete.

Reconsideration of the planter in the lane was recommended, making it bigger and replacing the fibreglass with concrete. There is also opportunity to soften the rear parking deck to improve overlook from the tower.

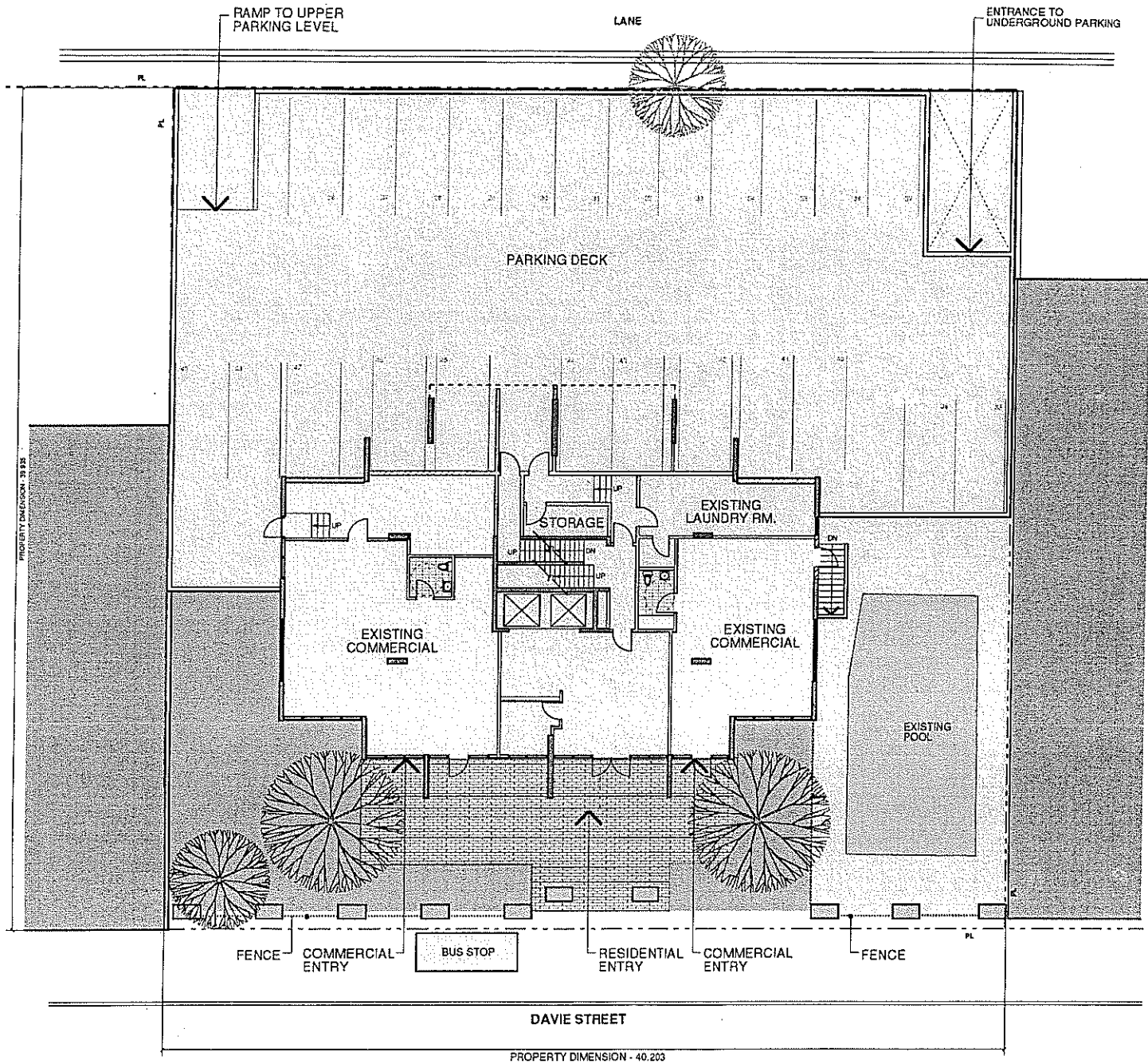
Street trees were strongly recommended and the building should respond to the Davie streetscape. There was a strong recommendation to relocate the bus stop.

One Panel member questioned the liveability of the centre residential unit in the tower and suggested deleting this unit in favour of increasing the size of the gym.

Careful attention should be given to the west wall screening the outdoor amenity space to improve its liveability. Attention should also be given to overlook of the commercial roof. Surface patterning or planting should be considered.

Finally, there was a recommendation to consider replacing the boiler in the existing residential tower because it is likely very inefficient by current standards."

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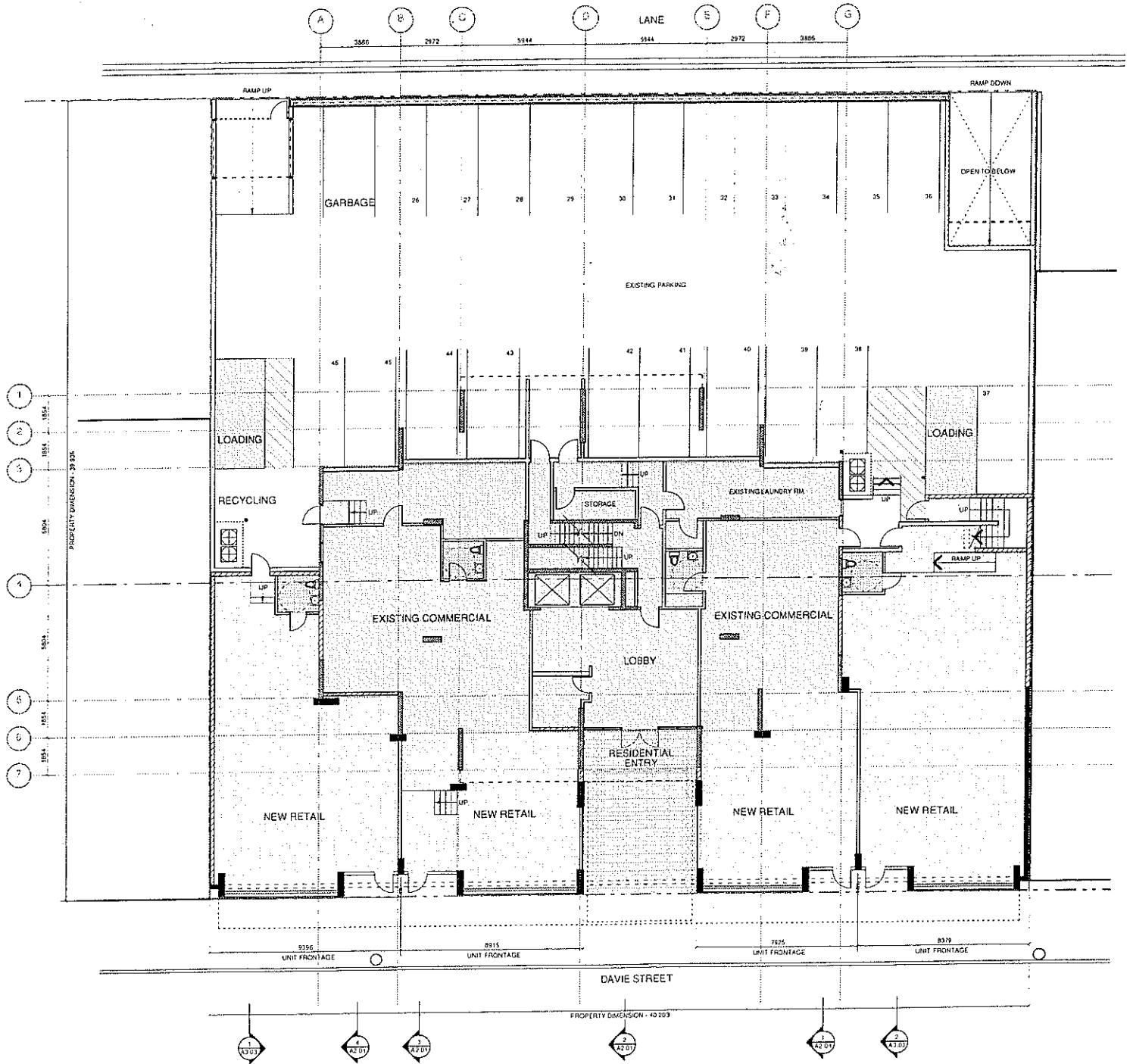


EXISTING SITE PLAN

HOLLYBURN INTERNATIONAL

1750 DAVIE STREET

REZONING REPORT

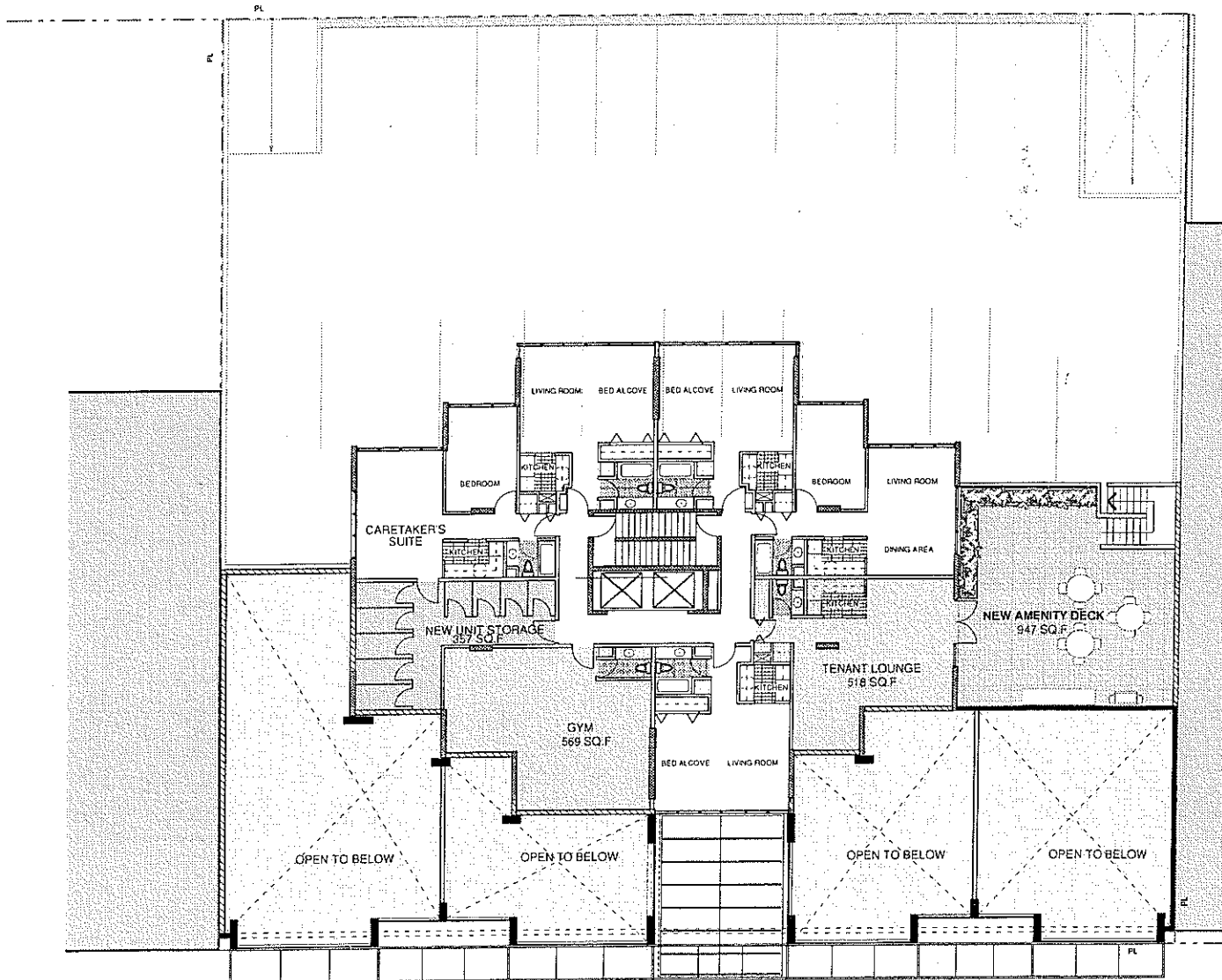


GROUND FLOOR PLAN

HOLLYBURN INTERNATIONAL

1750 DAVIE STREET

RE-ZONING REPORT

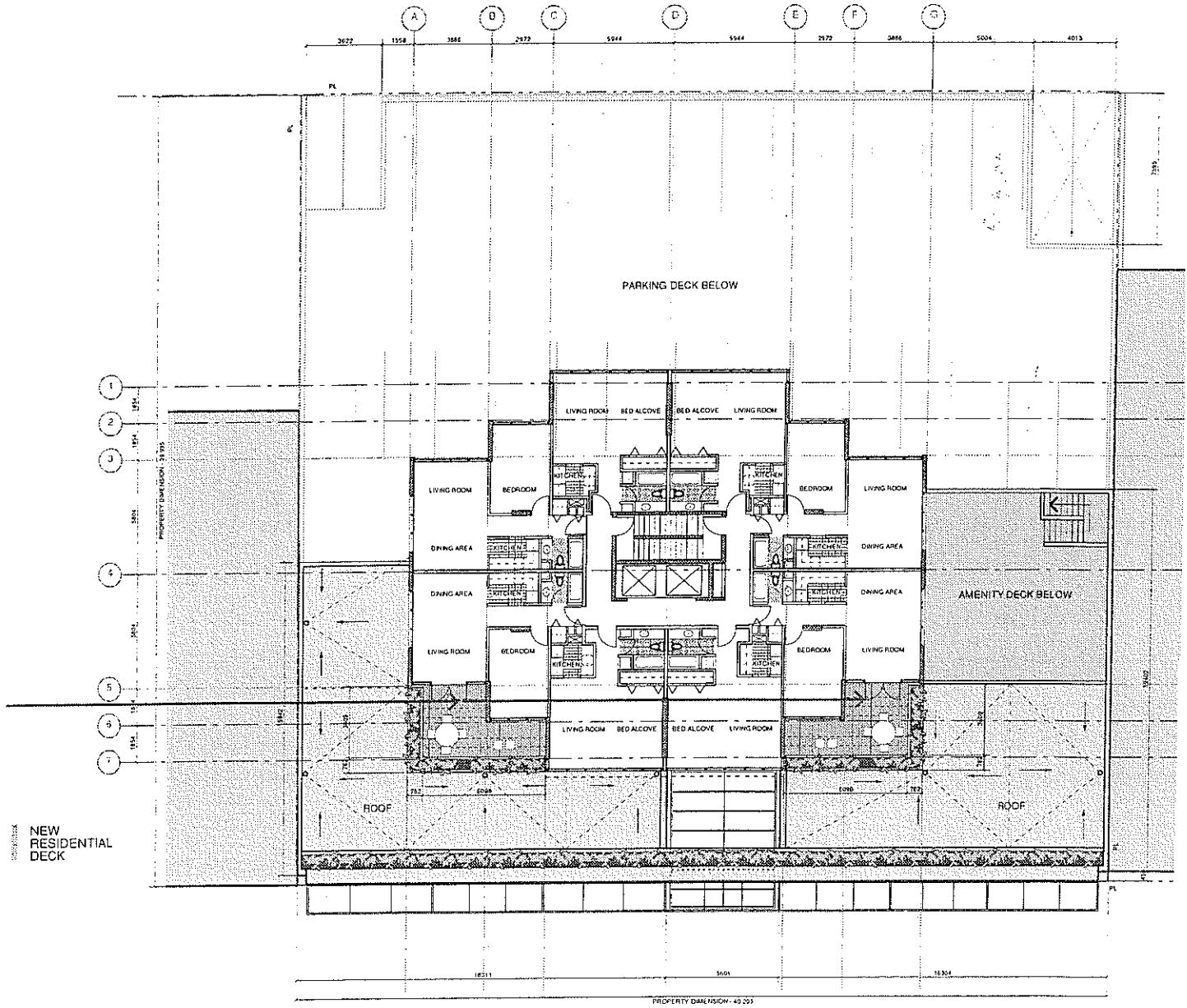


SECOND FLOOR PLAN

HOLLYBURN INTERNATIONAL

1750 DAVIE STREET

RE-ZONING REPORT

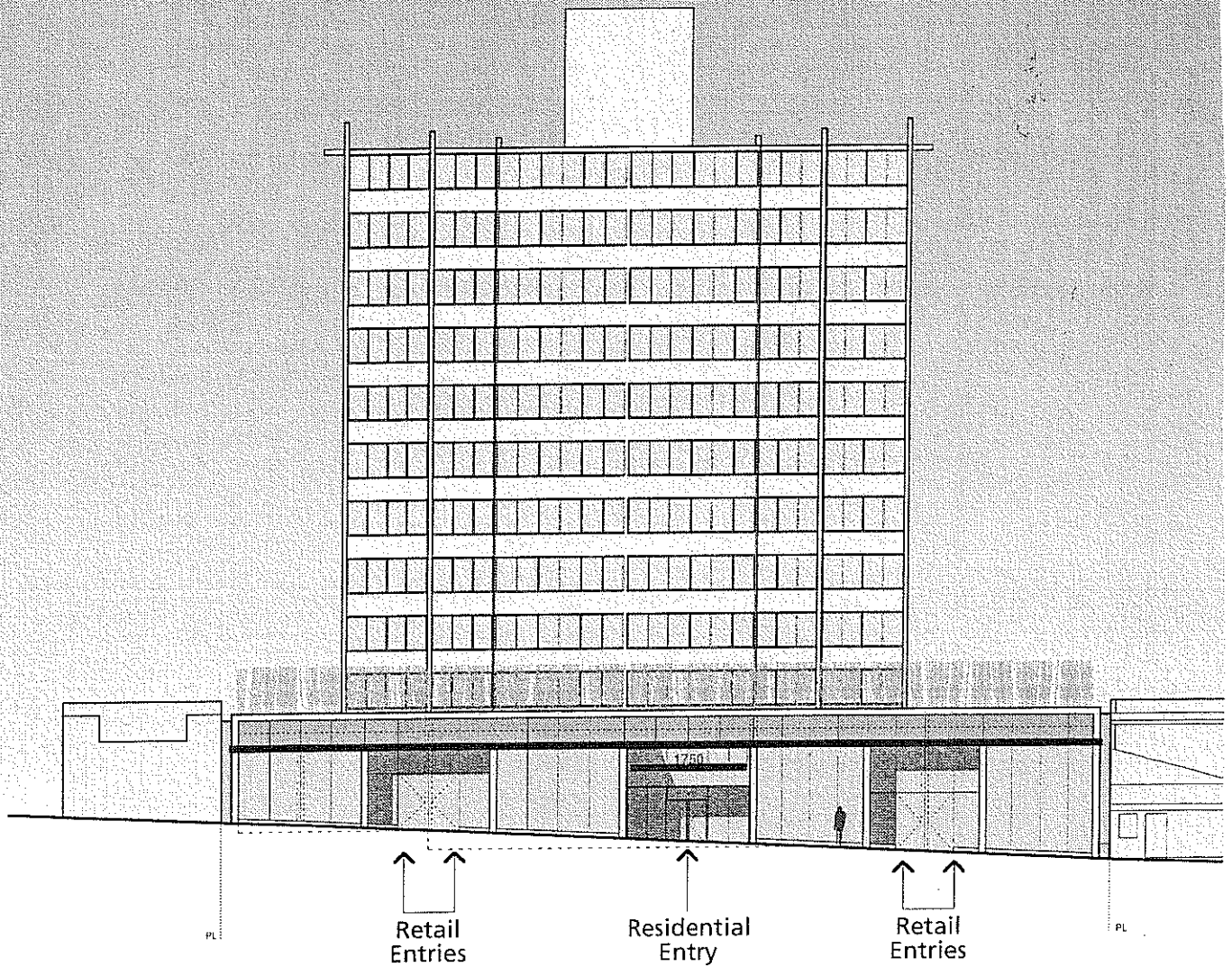


NEW
RESIDENTIAL
DECK

THIRD FLOOR PLAN

HOLLYBURN INTERNATIONAL

1750 DAVIE STREET
REZONING REPORT



NORTH ELEVATION – Davie Street

HOLLYBURN INTERNATIONAL

1750 DAVIE STREET

REZONING REPORT

APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Street Address	1750 Davie Street	
Legal Description	Lot G, Block 62, DL 185, Plan LMP 20051	
Applicant and Architect	Henriquez Partners Architects (Rui Nunes is project architect)	
Property Owner	Hollyburn Properties Limited	
Site Area	1 605.3 m ²	(17,292 sq. ft.)
Frontage	40.23 m	(132 ft.)
Depth	39.93 m	(131 ft.)

Development Statistics

	Existing Development	Proposed Development	Recommended
Zoning	C-5 Commercial District	CD-1 Comprehensive Development District	as proposed
Uses	Dwelling Uses and Office (C-5 also allows Cultural, Recreational, Institutional, Retail and Service Uses)	Dwelling Units Office Uses	C-5 Uses with some restrictions
Maximum FSR	3.00 residential 0.13 commercial 3.13 total 2.2 in C-5 District, but 1.2 for commercial uses	2.92 residential (- 0.8) 0.38 commercial (+ 0.25) 3.3 total (+ 0.17)	3.3 (3.13 for existing building only plus 0.17 for the addition) and 2.37 for any other development
Max. Floor Area Residential Commercial Total	4 820.5 m ² (51,889 sq. ft.) 201.74 m ² (2,171.6 sq. ft.) 5 022 m ² (54,060.5 sq. ft.)	4 675 m ² (50,333 sq. ft.) 617.7 m ² (6,649 sq. ft.) 5 293 m ² (56,982 sq. ft.)	as proposed
Amenity Area Resid. Storage	0 m ² 295.7 m ² (55 156 sq. ft.)	109.43 m ² (1,177.9 sq. ft.) 660.7 m ² (7,111.9 sq. ft.)	as proposed
Maximum Building Height	38.75 m (127.13 ft.) C-5 has maximum of 18.3 m (60 ft.), which can be relaxed to 64.0 m (210 ft.)	38.75 m (existing)	as existing
Dwelling Units	88	85	n/a
CRUs CRU frontage	2 9.75 m (32 ft.) approx.	4 9.1 m (30 ft.) (C-5 seeks a maximum of 7.7 m (25 ft.))	n/a as proposed
Front Yard	5.64 m (18.5 ft.) no front yard is permitted in C-5	0 m	as proposed
Side Yards	9.26 m (30.4 ft.) west side 5.36 m (17.6 ft.) east side no side yards are permitted in C-5	0 m	as proposed
Parking, Loading and Bicycle Spaces	50 parking spaces (71 req'd) 0 loading spaces (1 Class B req'd) 0 bicycle parking spaces (110 Class A and 6 Class B req'd)	46 parking spaces (77 req'd) 2 Class A loading spaces 0 bicycle parking spaces (106 Class A and 6 Class B req'd)	44 parking spaces 2 Class A loading spaces 112 bicycle parking spaces (106 Class A and 6 Class B)