

CITY OF VANCOUVER

P3

POLICY REPORT DEVELOPMENT AND BUILDING

Date: May 26, 2006
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RTS No.: 05907
VanRIMS No.: 11-3600-03
Meeting Date: June 13, 2006

TO: Vancouver City Council
FROM: Director of Current Planning
SUBJECT: CD-1 Rezoning – 1655-1675 West 3rd Avenue

RECOMMENDATION

- A. THAT the application, by Hywel Jones Architect to rezone 1655-1675 West 3rd Avenue (Lots 37-40, Block 229, DL 526, Plan 590 and Lot G, Block 229, DL 526, Plan 19512) from IC-1 to CD-1 to permit mixed residential and commercial development, be referred to Public Hearing together with:
- i. plans submitted December 16, 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.

- B. THAT a consequential amendment to the Sign By-law, to establish regulations for the CD-1 in accordance with Schedule "B" (IC-1), be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amendment to the Sign By-law for consideration at the Public Hearing.

- C. THAT, subject to approval of the rezoning at the Public Hearing, the Noise Control By-law be amended to add the CD-1 to Schedule "A" (Activity Zone);

FURTHER THAT the Director of Legal Services be instructed to bring forward the necessary amendment to the Noise Control By-law after enactment of the CD-1 By-law.

GENERAL MANAGER'S COMMENTS

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

COUNCIL POLICY

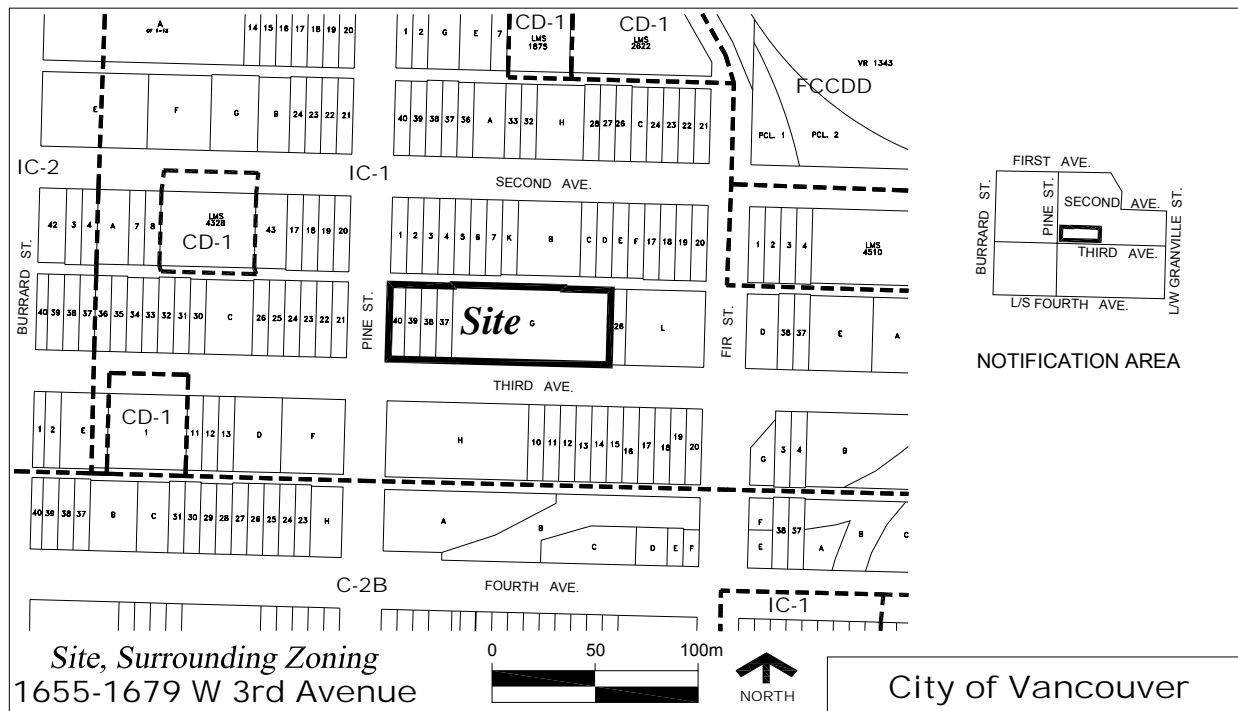
Relevant policies for this site include:

- "Burrard Slopes IC Districts Interim Policies", adopted by Council on June 24, 1993;
- "Burrard Slopes Development Cost Levy By-Law", enacted September 29, 1994; and
- "Central Area Plan", adopted December 3, 1991.

PURPOSE AND SUMMARY

This report assesses an application to rezone this site from IC-1 Industrial District to CD-1 Comprehensive Development District to permit a three-building development comprised of a new five-storey residential building with commercial at grade, an existing two-storey commercial building and a new 1½-storey commercial building.

Figure 1 - Proposed rezoning site and surroundings



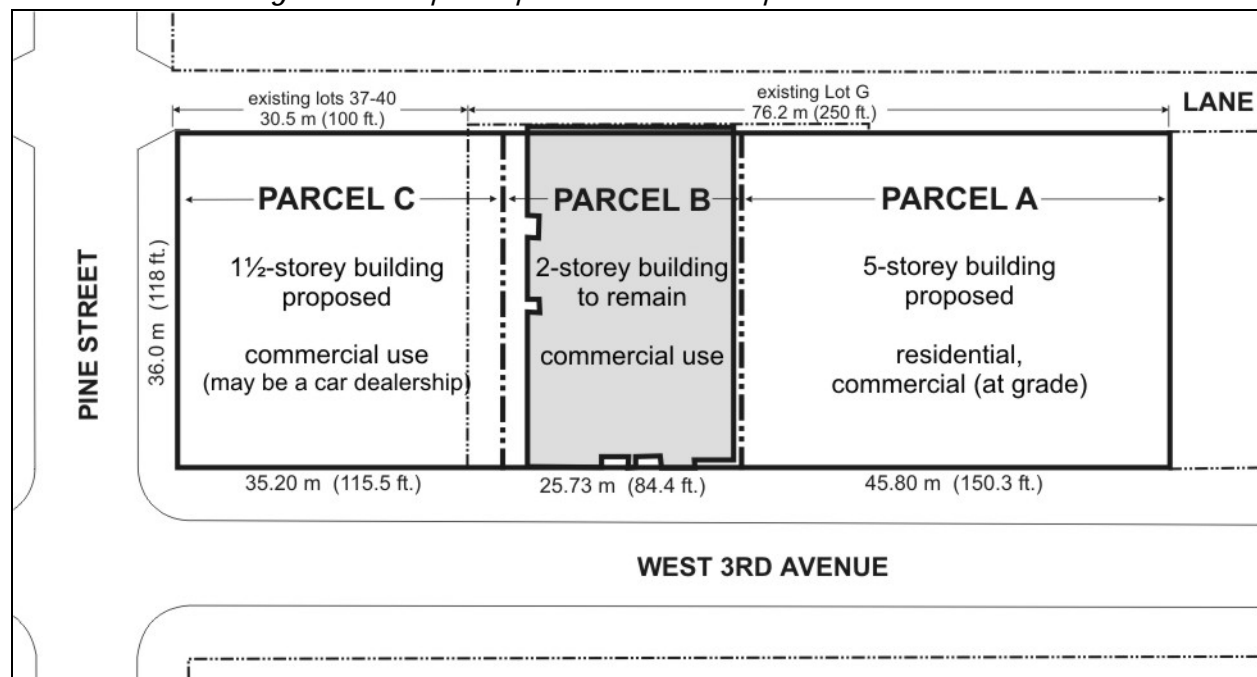
DISCUSSION

Background — Burrard Slopes is an area of mixed commercial and industrial zoning located north of Broadway between Granville and Burrard streets. Similar to the Mount Pleasant and the False Creek Flats industrial areas, this area has a role in providing for city-serving or city-

oriented businesses. However, unlike these other areas, Burrard Slopes is not identified in either the Central Area Plan (1991) or in the Industrial Lands Policies (1995) as an industrial area to be retained for that purpose. For the IC districts in Burrard Slopes, the Central Area Plan calls for allowing the districts to continue to provide viable support services to the downtown while permitting, but not requiring, residential use. The Burrard Slopes IC Districts Interim Policies (1993) permit residential use through site-specific rezoning. Since these policies were adopted, four sites have been rezoned to CD-1 for mixed-use developments that include residential.

Proposal – The subject site is 3 868 m² (41,636 sq. ft. or 0.96 acres) in area, which is larger than the other sites in Burrard Slopes which have been rezoned under the area policies. It comprises 106.7 m (350 ft.) of frontage on West 3rd Avenue to the east of Pine Street. The applicant has chosen to take advantage of this larger assembly by proposing three separate buildings in one CD-1. The policy provisions for land use and density would apply to the site as a whole, but each building would have its own parcel as illustrated below.

Figure 2 - Proposed parcels and development for CD-1 site



Use and Density – The Burrard Slopes rezoning policies permit 1.0 floor space ratio (FSR) in residential use. For this site, 3 868 m² (41,636 sq. ft.) is available for residential. The proposal is to use all of that floor space for 48 apartment units in a new building on Parcel A. The ground level of this building would have commercial uses.

For Parcel B, it is proposed that the existing two-storey building be retained with commercial use. For Parcel C, on the corner of Pine Street, a new building is proposed housing Vehicle Dealer and Motor Vehicle Repair uses. The total of all the commercial uses (office, service and retail) across the site would be 1.0 FSR, consistent with the maximum for commercial permitted under the area policies. No industrial uses are proposed. For the residential and commercial uses proposed, the total density across the site is 2.0 FSR. The table below shows the floor space limits by use and by parcel.

Table 1 - Floor space limits proposed for the CD-1

Uses	Parcel A east	Parcel B middle	Parcel C corner	Max. floor space per use
Residential • Multiple Dwelling	3 868 m ² (41,636 sq. ft.) none at ground level	not permitted	not permitted	3 868 m ² (41,636 sq. ft.) 1.0 FSR of residential
Commercial • Retail up to 1 000 m ² (10,764 sq. ft.) max. per parcel • Service • Office	683 m ² (7,352 sq. ft.) ground level only; Vehicle Dealer and Motor Vehicle Repair Shop <i>not</i> permitted	1 661 m ² (17,879 sq. ft.) Vehicle Dealer and Motor Vehicle Repair Shop <i>not</i> permitted	1 524 m ² (16,405 sq. ft.) Vehicle Dealer and Motor Vehicle Repair Shop permitted	3 868 m ² (41,636 sq. ft.) 1.0 FSR of commercial in total
Max. floor space per parcel	4 551 m ² (48,988 sq. ft.)	1 661 m ² (17,879 sq. ft.)	1 524 m ² (16,405 sq. ft.)	7 736 m ² (83,272 sq. ft.) 2.0 FSR overall

Parcel A is consistent with the policies for mixed-use buildings where residential use is not permitted on the ground level. Parcel B, the retained two-storey building, has been used primarily for offices uses but could be used for other commercial uses (i.e., retail or service) subject to compatibility with the area policies and the ability to meet parking requirements.

On Parcel C, a 1½-storey commercial building is proposed which, in the application, is presented as a Vehicle Dealer and Motor Vehicle Repair Shop. This proposal is very similar to a development built in 1999 kitty-corner to the site under IC-1 zoning (Porsche dealership). The showroom would be in the front ground floor of the building with vehicle storage on the roof. Service occupies the rear ground floor and an underground level. Vehicles are moved between the floors by way of a hoist, or car elevator. The Motor Vehicle Repair Shop would be more than 7.6 m (25 feet) from the residential building which is the minimum spacing required by the rezoning policies for “noxious” uses. The service bays are also to be located in the basement which should further reduce noise and other impacts on the surroundings.

The applicant advises that there is some uncertainty that the vehicle dealer and repair shop proposal will proceed. For Parcel C, the draft CD-1 By-law would permit these uses under the Retail and Service categories while providing the flexibility to accommodate other Retail, Service and Office uses. Retail uses are limited to a maximum of 1 000 m² (10,764 sq. ft.) per parcel, as per the IC-1 regulations and the rezoning policies.

A vehicle dealer could be built on the corner site under the existing IC-1 zoning, however this parcel needs to be part of the CD-1, along with Parcel B, because the residential floor space available to these parcels through rezoning is to be used in Parcel A. In effect, the CD-1 transfers all of the potential residential density to Parcel A. The transfer allows for a larger residential building to be built than could otherwise be achieved on a smaller CD-1 site.

For sites with more than one building, the Burrard Slopes rezoning policies do not address whether all available residential density can all be located in one of the buildings. Staff have some concern about sending a wrong signal to other property owners and developers if a primarily residential building, similar in scale to those seen in commercial districts, is approved here. Policy staff will be reviewing the rezoning policies to determine whether or

not this approach should be entertained in the future. Since the policies are currently mute on this subject, staff are supporting the approach to residential allocation for this application.

Building Height – The height limit is 18.3 m (60 ft.) under IC-1 zoning and 15.3 m (50.2 ft.) under the rezoning policies if the site is not within identified view corridors. The subject site is not within these view corridors, so the proposed limit is 15.3 m (50.2 ft.). Of the three buildings, only the five-storey residential building on Parcel A would use the full height provision. This building also has a mechanical penthouse on its roof protruding above the height limit which would be exempt from the height provision. The mechanical penthouse is particularly tall because the elevator would serve the rooftop level where a large communal garden is proposed. The additional height of this form is supported because the rooftop access is considered a desirable amenity for the building and the penthouse is a desirable architectural feature. The two commercial buildings on Parcels B and C are much lower at about 10 m (33 ft.) in height.

Setbacks – The area policies require a continuous building wall along the property line of the fronting and flanking streets, extending two to three storeys in height. Above a height of about 11 m (36 ft.) the building is to step back at an angle of 38°. At the rear, a setback of 4 m (13.1 ft.) is required from the lane, increasing to 7 m (23 ft.) for residential use. The form of development for this application would adhere to these setback requirements except for the following departures which are supported.

1. The existing building on Parcel B has no rear setback and would be permitted to remain as a non-conforming structure. If the building is demolished and rebuilt in the future, the setback would be required.
2. The proposed streetwall along 3rd Avenue is not continuous. Between Parcels B and C, a pedestrian mews is proposed and supported by staff. It would provide access from the lane to the street through iron gates. At the rear, the mews opens to landscaped courtyard adjacent to the vehicle dealer.
3. The flanking street is Pine Street which is identified as an important pedestrian connection between residential neighbourhoods to the south and the False Creek waterfront. A landscape setback of 1.5 m (5 ft.) is recommended for this frontage to provide for an enhanced sidewalk and boulevard. Other recently approved developments along Pine Street have provided this amenity. A design development condition is proposed for the provision of a standard public realm layout.

Form of Development – (Note Plans in Appendix D.) The area policies and the proposed CD-1 By-law provisions provide clear direction for built form. The proposed form of development generally meets the recommended massing and architectural character by providing a two- to three-storey street wall, building forms that preserve the fine-grain character of the area, and a continuous and varied commercial ground plane suitable to this vibrant neighbourhood. The street wall does break at a pedestrian mews between Parcels B and C, but this landscaped opening is considered a positive feature adding interest to the streetscape and separation for the vehicle dealer use.

A large, drum-shaped mechanical penthouse is proposed for the roof of the residential building which extends above the height limit. It houses an elevator which gives access to the rooftop where a large communal garden is proposed for the building's residents. The garden is a highly desirable feature of the project and the drum-shaped mechanical penthouse is an

agreeable architectural form. The Urban Design Panel unanimously supported the application. Panel members were pleased with the pedestrian mews and the rooftop garden, and had no issue with the mechanical penthouse. (See minutes in Appendix C.)

The applicant intends to phase the redevelopment of the CD-1 site. A tenant for the vehicle dealer has not yet been found, so the residential building on Parcel A will likely proceed before Parcel C. Should a proposal for other than a vehicle dealer come forward for the corner site, a new form of development for that parcel would have to be evaluated against the Burrard Slopes policies and guidelines at the development application stage. Council approval of the form of development for each of the parcels would be required prior to the issuance of development permits.

Parking, Loading and Bicycles – Off-street parking, loading and bicycle storage are to be provided in accordance with the provisions of the Vancouver Parking By-law for all development in the CD-1. The relaxation, exemption and mixed-use reductions of the by-law are to be available for this site, except that the parking requirement for the dwelling units is to be 55 spaces, and the parking and loading for commercial uses must comply with sections 4.2 and 5.2 of the Parking By-law.

For rezonings in Burrard Slopes, parking is normally required to be to the RM-4 standard which is 1.1 spaces per dwelling unit plus one additional space for each 200 m² of gross residential floor space. This standard has worked well for other rezonings in the area where the dwelling units average more than 138 m² (1,485 sq. ft.) in gross floor area and there are only about 10 units per building. However, for this application the 48 units proposed is more modest averaging 81 m² (867 sq. ft.) gross each. Applying the RM-4 standard would result in a requirement for 72 parking spaces which is considered too high for this type of residential building where two-thirds of the units are one-bedroom. Instead, a standard of one space for each 70 m² of floor area is proposed which results in a requirement of 55 spaces. This is the standard used for residential use in the adjacent C-3A District of Burrard Slopes. It is a suitable standard to use for this location and for this building type.

The commercial building that is proposed to be retained on Parcel B is currently provided with its required parking in surface lots on either side of it. A parking covenant exists on the lot to the west. The proposal in the redevelopment is that all of the parking required for the Parcel B building would be met to the east on Parcel A. For the new mixed residential building this means that, in addition to the parking needed to serve its own uses, about 30 additional parking spaces would have to be provided to serve the existing office building. If Parcels A and B become separate legal lots, a new covenant would have to be established on Parcel A to secure the 30 spaces for Parcel B.

Parking for a new building on Parcel C would be assessed according to the Parking By-law. As proposed for the vehicle dealer, half of the required parking would be provided within the building at the rear of the ground floor, and the other half would be surface parking directly off the lane. This would differ for other approvable commercial uses.

Loading spaces are to be required for each parcel as per the Parking By-law. The submitted drawings were found to be deficient in loading spaces. A design development condition is provided to meet the loading requirements. Bicycle spaces would be likewise required for all uses.

Public Notification – A letter was sent to 234 property owners in the notification area on March 10, 2006. Standard rezoning signs were placed on the site on March 11, 2006. Several people phoned the Rezoning Centre for more information. One local office worker expressed concern about the proposed car dealership, noting that existing dealerships in the area cause parking and traffic impacts due to the dealerships using the on-street parking and test-driving cars in the lanes. Car dealerships have been permitted in this area for many years and are an integral part of its industrial-commercial character. The dealership proposed for the site is required to provide off-street parking in accordance with the Parking By-law. On-street parking is time-limited and subject to enforcement by the City.

Three email messages were also received from residents of a mixed-use building on West 2nd Avenue who objected to the five-storey height of the proposed residential building. Staff replied to the messages explaining that the application is within the height provisions of the rezoning policies and that other sites in the area have been rezoned to the same height.

PUBLIC BENEFIT

For rezonings completed under the Burrard Slopes IC Districts Interim Policies, the offer of a Community Amenity Contribution (CAC) is not sought. Instead, an area-specific Development Cost Levy (DCL) is in place for Burrard Slopes. The rate charged at the building permit stage for new floor space in residential and commercial uses is \$53.82 per m² (\$5.00 per sq. ft.). If parcels A and C are redeveloped to the maximum floor space proposed in the CD-1, \$334,287 in DCLs would be collected. No DCL would be due for Parcel B where the existing building is to be retained.

FINANCIAL IMPLICATIONS

There are no financial implications to this report's recommendations with respect to City budget, fees or staffing.

CONCLUSION

Planning staff conclude that the application is consistent with the Council-adopted "Burrard Slopes IC Districts Interim Policies" and recommend that the application be referred to Public Hearing and be approved with conditions.

* * * * *

DRAFT CD-1 BY-LAW PROVISIONS

Note: A by-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

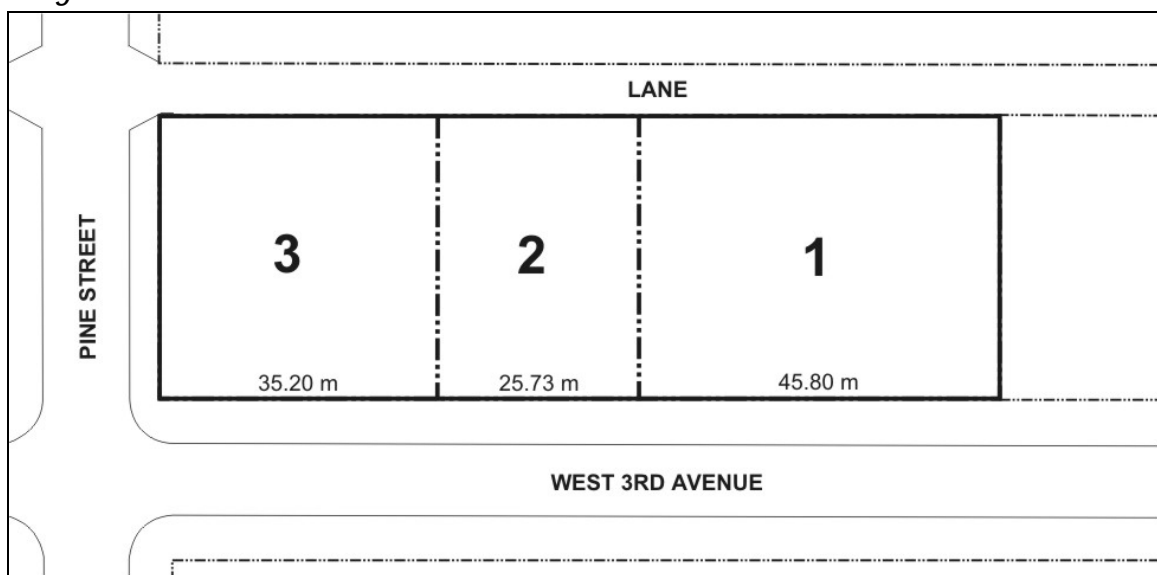
Uses

- (a) Dwelling Uses;
- (b) Office Uses;
- (c) Retail Uses, not including Gasoline Station - Full Service, Gasoline Station - Split Island, or Liquor Store;
- (d) Service Uses, not including Animal Clinic, Auction Hall, Body-Rub Parlour, Cabaret, Catering Establishment, Drive-Through Service, Funeral Home, Hotel, Laboratory, Laundry or Cleaning Plant, Neighbourhood Public House, Production or Rehearsal Studio, Repair Shop - Class A, Repair Shop - Class B, Restaurant - Class 2, Restaurant - Drive-in, School - Vocational or Trade, Sign Painting Shop, or other uses and designs the Director of Planning does not consider compatible with residential use; and
- (e) Accessory Uses customarily ancillary to the above uses.

Sub-Areas

- The district shall comprise three sub-areas, generally as illustrated in Diagram 1 below. The property dimensions are to be finalized by the Plan of Subdivision.

Diagram 1



Floor Area and Density

- The CD-1 site area is deemed to be 3 868 m².
- The maximum floor area for uses listed in Table 1, below, shall not exceed the totals set.

Table 1

Use	Maximum Total Floor Area
Dwelling Uses	3 868 m ²
Retail, Service and Office Uses	3 868 m ²

- The maximum floor area for those uses listed in each sub-area shall be as set out in Table 2, below.

Table 2

Use	Sub-Area (from Diagram 1)		
	1	2	3
Dwelling Uses	3 868 m ²	0	0
Office Uses, Retail Uses not including Vehicle Dealer, and Service Uses not including Motor Vehicle Repair Shop	683 m ²	1 661 m ² except Retail Uses limited to 1 000 m ²	0
Office Uses, Retail Uses and Service Uses	-	-	1 524 m ² except Retail Uses limited to 1 000 m ²

- Include inclusion and exclusion provisions for floor area calculation as typically provided for commercial and multiple dwelling (RM-4 type) uses, but also include a provision to double-count residential floor space that is over 3.7 m in height similar to that provided in the IC-3 District Schedule.

Height

- Maximum building height of 15.3 m, except that the upper front part of the building shall remain within an envelope that starts at the front property line at a height of 11.0 m and extends back and up at an angle of 38 degrees until the maximum height is reached.
- The Director of Planning may, at his discretion, permit a height greater than 15.3 m for the following items:
 - (a) architectural appurtenances, such as elevator enclosures and stairwells, that are needed to give access to a rooftop garden if they do not, in total, exceed one-third of the width of the building as measured on any elevation drawings and do not, in

- total, cover more than 10% of the roof area on which they are located as viewed directly from above; and
- (b) railings, screens, planters and other similar elements that are an integral part of the rooftop garden or of the decks and balconies.

Setback

- Minimum building setback from the rear property line of 7.0 m for residential use and 4.0 m for all other uses except parking, loading and service uses which may extend to the rear property line if screened from the lane.
- Despite the above, no rear setback is required for buildings extant as of [the date of enactment of this by-law].
- Minimum landscape setback from the Pine Street property line of 1.5 m.

Parking, Loading and Bicycles

- Parking, loading and bicycle storage are to be provided according to the Vancouver Parking By-law, except that the parking requirement for dwelling uses is to be a minimum of one space for each 70 m² of gross floor area in residential use.
- The relaxation and exemption provisions of the Parking By-law are to be available to this site.

Acoustics

- Include a provision for acoustics in accordance with the instruction of the Environmental Health Division of Vancouver Coastal Health.

PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

FORM OF DEVELOPMENT

- (a) THAT the proposed form of development be approved by Council in principle, generally as prepared by Hywel Jones Architect and stamped "Received City Planning Department December 16, 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, who shall have particular regard to the following:

Design Development

- (i) design development to treat the exposed end walls of the proposed building on Parcel A with material and colour patterns;
- (ii) provision of weather protection at commercial entrances on West 3rd Avenue;
- (iii) design development to provide high quality building materials such as architectural concrete, metal panel and glass;
- (iv) locate and screen any service utilities such as electrical transformers and parking exhaust/intake;

Environmental Sustainability

- (v) consideration to provide individual garden plots on the roof shared open space and utilizing stored rainwater irrigation for this area;
- (vi) provision of a summary of sustainable building features, which could be in the form of a LEED checklist, noting specific response to building solar orientation;

CPTED

- (vii) design development to take into consideration the principles of CPTED, having particular regard for:
 - providing full secure separation for residential users from other uses including circulation, parking, loading and garbage,
 - open visibility of planting and fencing in the pedestrian mews area,
 - reducing opportunities for graffiti on the existing building on the lane.

Parking, Loading and Bicycles

- (viii) design development to meet the Parking By-law requirements for parking, loading and bicycles.

Building Code

- (ix) the applicant to confirm in writing that the comments of the Building Code Specialist have been read and understood.

Landscape

- (x) design development to provide a standard public realm layout (similar to the street frontage to the south) along the entire Pine Street frontage of the building. Layout should include curb-side grass boulevard with new street trees, sidewalk and inside boulevard planting.

Note to Applicant: Contact Eileen Curran (604-871-6131) of Engineering Streets Division regarding sidewalk and boulevard layout. In addition, the layered planting strip within the inside boulevard (between the sidewalk and the property line) shall be comprised of layered low planting (mature height and width not to exceed 3' x 3') with a minimum 1'-0" grass or ground cover strip adjacent to the sidewalk.

AGREEMENTS

- (c) THAT, prior to enactment of the CD-1 By-law, the registered owner shall make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:
 - (i) Subdivision approval and registration to create the separate parcels intended for this project.
 - (ii) Dedication of the northerly 0.61 m (2 ft.) of Lot G for lane purposes including arrangements for portions of the existing building to remain over the lane requirement.
 - (iii) Release of charges GB106495, GB106496, BN196938 to BN196940, and BN196942 prior to occupancy of the first phase of the development.
 - (iv) Clarify whether charge BE105526 applies to the building to be retained. If so, the applicant is advised that building encroachments may cause problems with strata titling. Should strata titling be intended then confirmation that it can be achieved will be required before issuance of any related development permit. If the charge does not relate to the retained building, then arrangements for its release prior to occupancy will be required.
 - (v) Upgrading of the water mains to serve the site. The application lacks the details to determine upgrading needs, please provide fire flow demands to determine if water system upgrading is required.

- (vi) Undergrounding of all new utility services from the closest existing suitable service point. 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.
- (vii) Installation of City-standard concrete lane entry at the Pine Street entry to the lane.
- (viii) Provision of street trees adjacent the site where space permits.

ADDITIONAL INFORMATION

SITE, SURROUNDING ZONING AND DEVELOPMENT

This site is 3 868 m² (41,636 sq. ft. or 0.96 acres) in area and located in the IC-1 District of Burrard Slopes. Other zoning in Burrard Slopes includes IC-2, M-2, C-2 and C-2B (West 4th Avenue), and C-3A (Granville Street). Since the Burrard Slopes IC Districts Interim Policies were adopted in 1993, five sites in have been rezoned to CD-1 to permit mixed residential developments. The development surrounding the rezoning site is a highly mixed combination of these newer mixed-use developments, and older industrial and commercial buildings, many of which are converted to retail and service uses. Newer developments also include vehicle dealers and mini-storage warehouses. The Burrard Slopes area is surrounded on all sides by residential and mixed-use neighbourhoods at medium to high densities in low to mid-rise building forms. Granville Island is 500 m or 1/3 mile away.

URBAN DESIGN PANEL COMMENTS

Evaluation: Support (9-0)

Introduction: Michael Naylor, Rezoning Planner, presented this application on behalf of Mary Beth Rondeau the Development Planner. Mr. Naylor said this is a rezoning application for a site on the corner of 3rd Avenue and Pine Street in the Burrard Slopes area. The proposal includes three buildings with 1 FSR of residential and 1 FSR of commercial use on a site with a 350 ft. frontage. The residential use is measured across the entire site and then massed in one building. The proposed height is 50 ft. with the top two storeys on 3rd Avenue stepped back.

Mr. Naylor noted that the centre building is an existing 2-storey industrial building that will be converted to office use with the office parking located in the mixed-use retail and residential building. The building on Pine Street will be a vehicle dealer and service building similar to the existing Porsche dealership across the street.

Staff are requesting an end treatment on the mixed-use building and may also request an increase in the amount of parapet on the car dealership. In addition a 5 ft. setback is being requested on Pine Street to enhance the pedestrian environment.

The advice of the Panel is sought on the following:

- Use, density and form;
- The size of the elevator penthouse which provides access to the roof deck and whether the size should be scaled down.

Applicant's Introductory Comments: Hywel Jones, Architect, said the proposal respects the Guidelines of setbacks, heights, roofs, shoulders and industrial expression. He said that the automotive dealership fits within the present IC-1 zone and the existing building will be retained and converted to an office building; thereby preserving some of the grain of the street.

Panel Commentary: The Panel unanimously supported this application. There was strong support from the Panel for the proposed use, density and form. The Panel appreciated that the existing building would be retained and integrated into the project for office use and supported the auto dealership at this location.

There was support for the height and size of the elevator overrun with several Panel members suggesting that it could be larger. It was also suggested that the Applicant consider providing some roof top amenities such as a barbeque area or gazebo. There was strong support from the Panel for the accessible roof top garden amenity space.

Several Panel members offered detailed suggestions for the Applicant's consideration as this proposal advances to the Development Permit stage as follows:

- Consider adding additional height to the residential building to achieve a floor to floor height that is higher than the standard 9 feet as proposed. This may add additional amenity to the long and narrow units;
- Further development of the through block connection. Explore the possibility of an open air pedestrian passage from the parking through the residential building;
- Further consideration of the blank cross wall condition between the proposed residential building and the existing building;
- Further refinement to the residential expression to reflect the industrial quality of the area;
- Consider replacing the street trees on 3rd Avenue.

Applicant's Response: Mr. Jones thanked the Panel for their comments and said that he will take them into account, particularly the suggestions regarding the cross wall and residential expression, as this application proceeds beyond the rezoning stage.

STAFF COMMENTS

Engineering Services' Comments – Engineering Services has no objection to the proposed rezoning, provided that the applicant complies with conditions as shown in Appendix B.

Off-street parking, loading, bicycle storage and passenger spaces shall be provided and maintained in accordance with the provisions of the Parking By-law, including the relaxation, exemption, and mixed-use reductions, except: Parking for dwelling units must comply with the "C" provision in Section 4.2.1.4; and Parking and loading for commercial uses must comply with Sections 4.2 and Sections 5.2.

Building Code Specialist's Comments – The City's Building Code Specialist undertook a review of the rezoning application and provided comments which were forwarded to the applicant in a letter on April 24, 2006. Some of the items noted were identified as serious non-conforming Building By-law issues. Written confirmation that the applicant has read and has understood the implications of the comments is required and shall be submitted as part of the development application stage. The applicant may wish to retain the services of a Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.

Fire Protection Engineer's Comments – The City's Fire Protection Engineer undertook a review of the rezoning application and provided comments which were forwarded to the

applicant in a letter on April 24, 2006. He found no significant Fire Department issues but flagged the following items:

- 1) Review the door swing to the basement stairs in Parcel A.
- 2) Standpipe coverage may be an issue for retail units in Parcel A.
- 3) Review the Building Code Specialist's comments regarding required upgrading of the Parcel B building.
- 4) There is no indication of a fuel dispensing area or waste oil storage for Parcel C.

Environmental Health Comments – "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.

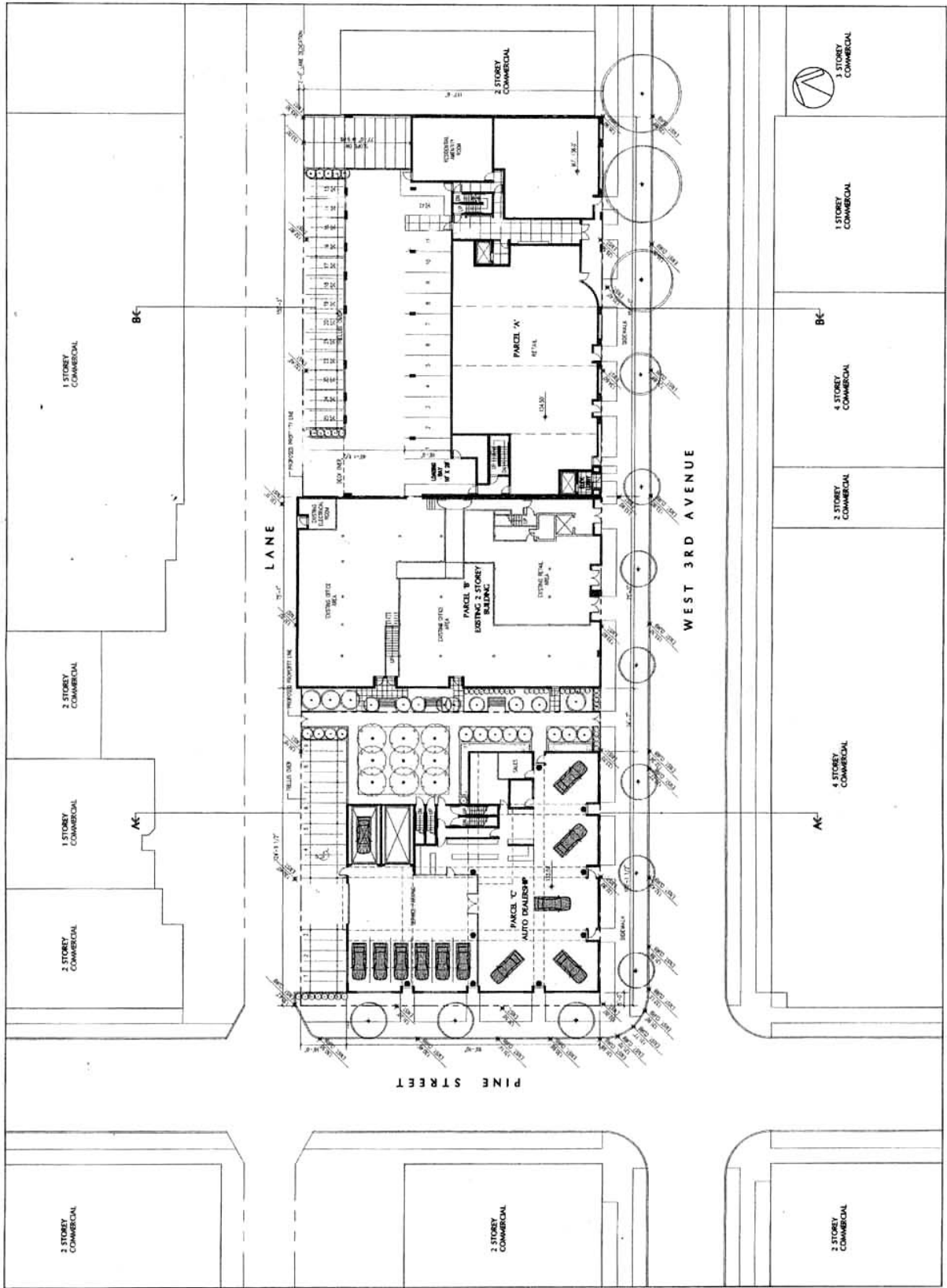
The Noise Control By-law requires amendment at the time of enactment of the Zoning By-law to include this CD-1 or new zoning in district Schedule A [*Activity Zone*]."

APPLICANT'S COMMENTS

The applicant received a copy of this report for review and provided no comments.

FORM OF DEVELOPMENT

<p>PROPOSED MIXED USE BUILDINGS 1655-1679 WEST 3RD AVE., VANCOUVER, B.C. BUCCI DEVELOPMENT LTD.</p>	<p>SITE PLAN / GROUND FLOOR</p>	<p>HYWEL JONES ARCHITECT</p> <p style="font-size: 8px;">2750 HEDGECOCK STREET VANCOUVER BRISH COLUMBIA VANCOUVER, BC V6N 1Y1 604-275-9000 FAX: 604-275-1325</p> <p style="font-size: 8px;">PROJECT NO. 1655-1679 WEST 3RD AVE. DATE: JAN 17, 2012 SCALE: AS SHOWN DRAWN BY: J. JONES CHECKED BY: J. JONES DATE: DEC 17, 2011</p>	<p>A2</p>
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FORM OF DEVELOPMENT

PROPOSED MIXED USE BUILDINGS
1655-1679 WEST 3RD AVE., VANCOUVER, B.C.
BUCCI DEVELOPMENT LTD.

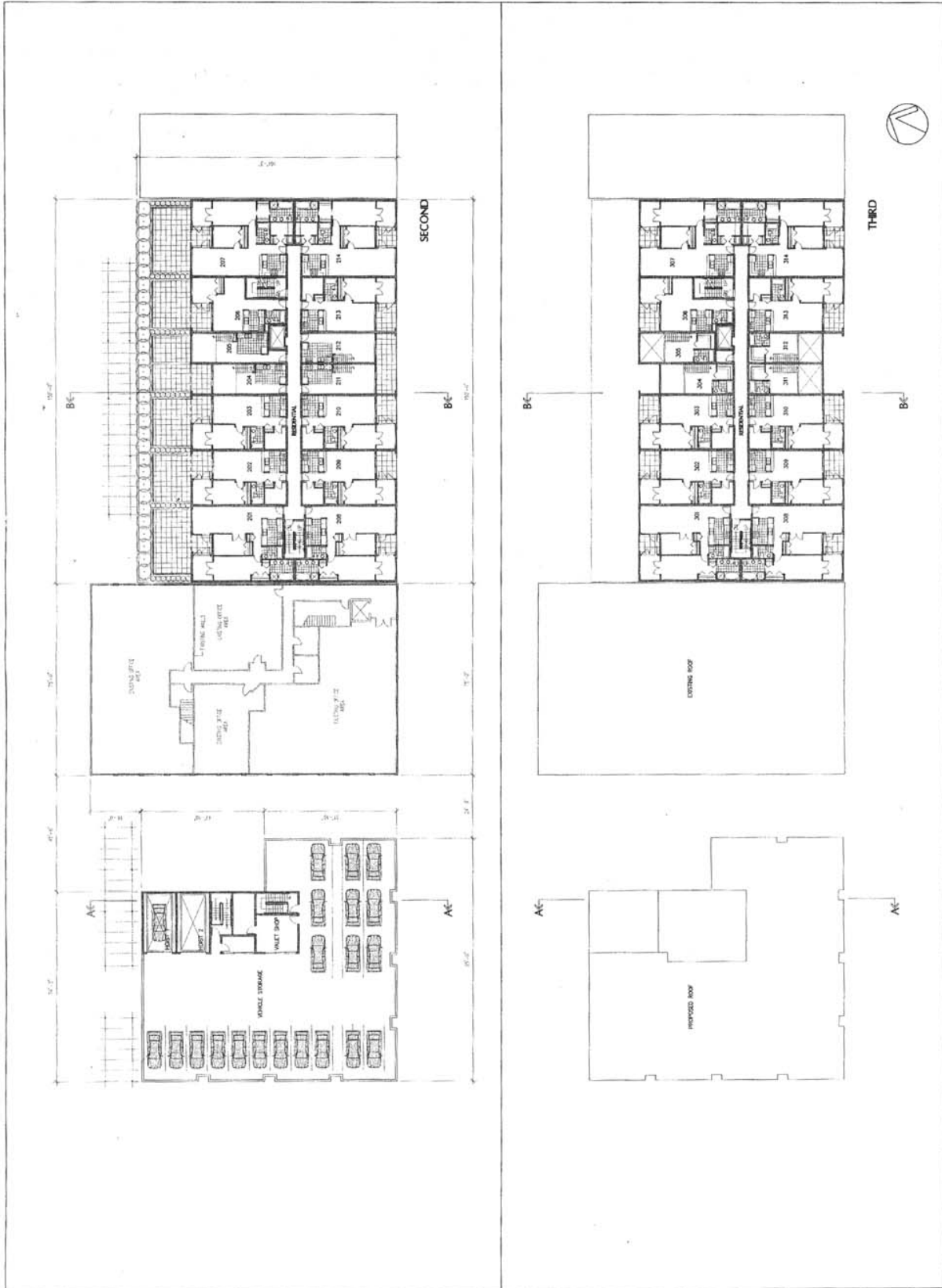
PROPOSED MIXED USE BUILDINGS
1655-1679 WEST 3RD AVE., VANCOUVER, B.C.
BUCCI DEVELOPMENT LTD.

SECOND & THIRD FLOOR PLANS

HYWEL JONES ARCHITECT

225 HAVLOCK STREET
VANCOUVER BRISH COLUMBIA
CANADA V6C 3T1
TEL: 604.681.1111
FAX: 604.681.1112
WWW.HYWELJONES.COM

A3



PROPOSED MIXED USE BUILDINGS
1655-1679 WEST 3RD AVE., VANCOUVER, B.C.
BUCCI DEVELOPMENT LTD.

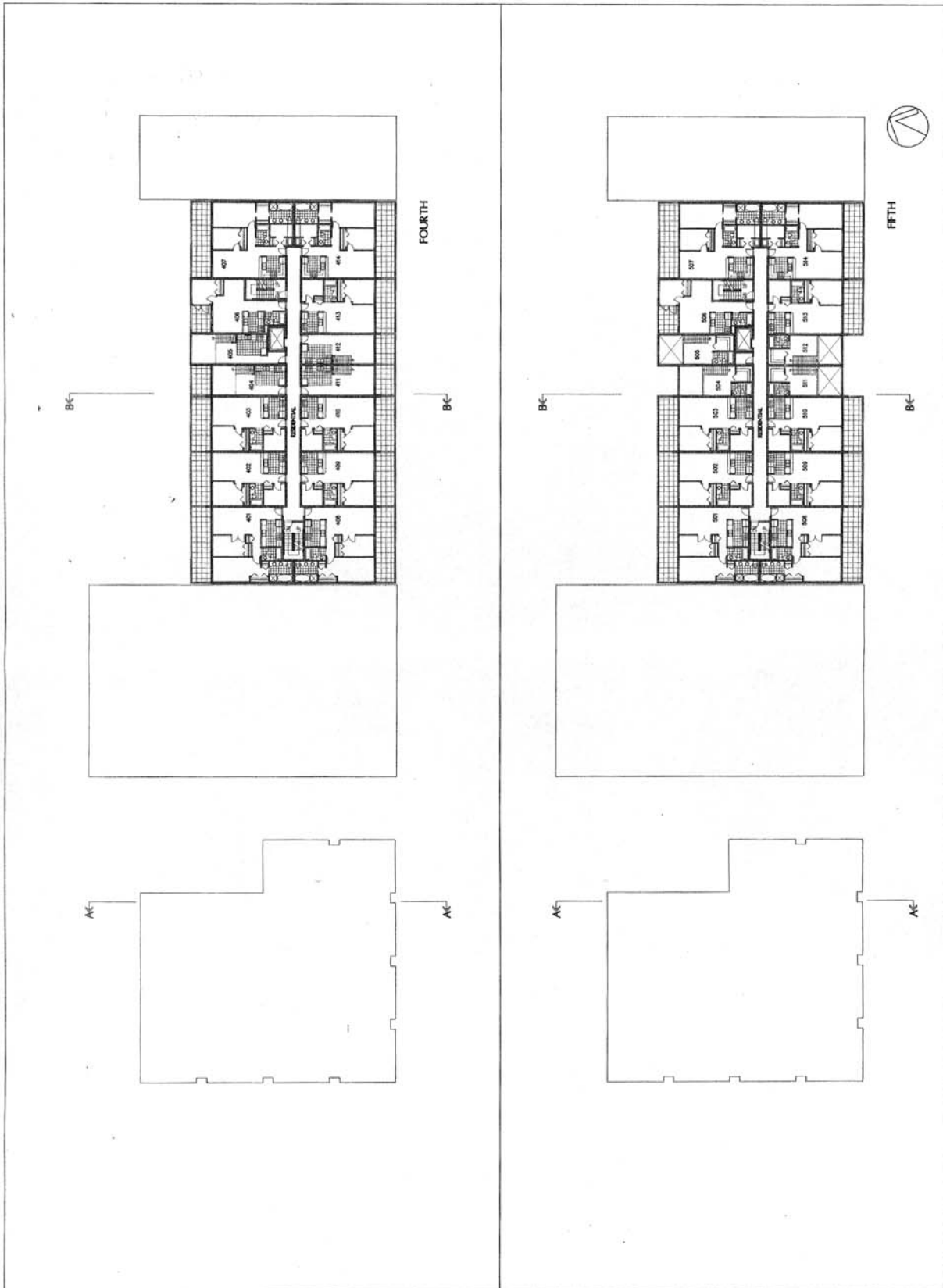
PROPOSED MIXED USE BUILDINGS
1655-1679 WEST 3RD AVE., VANCOUVER, B.C.
BUCCI DEVELOPMENT LTD.

FOURTH & FIFTH FLOOR PLAN

HYWEL JONES
ARCHITECT

200 HAMBROCK STREET
VANCOUVER BRITISH COLUMBIA
VANCOUVER BC V6C 2W1
CANADA TEL: 604 681 2111
FAX: 604 681 2112
WWW.HYWELJONES.COM
DATE: 07/20/2011
DRAWN BY: J. BUCKLEY
CHECKED BY: J. BUCKLEY

A4



FORM OF DEVELOPMENT

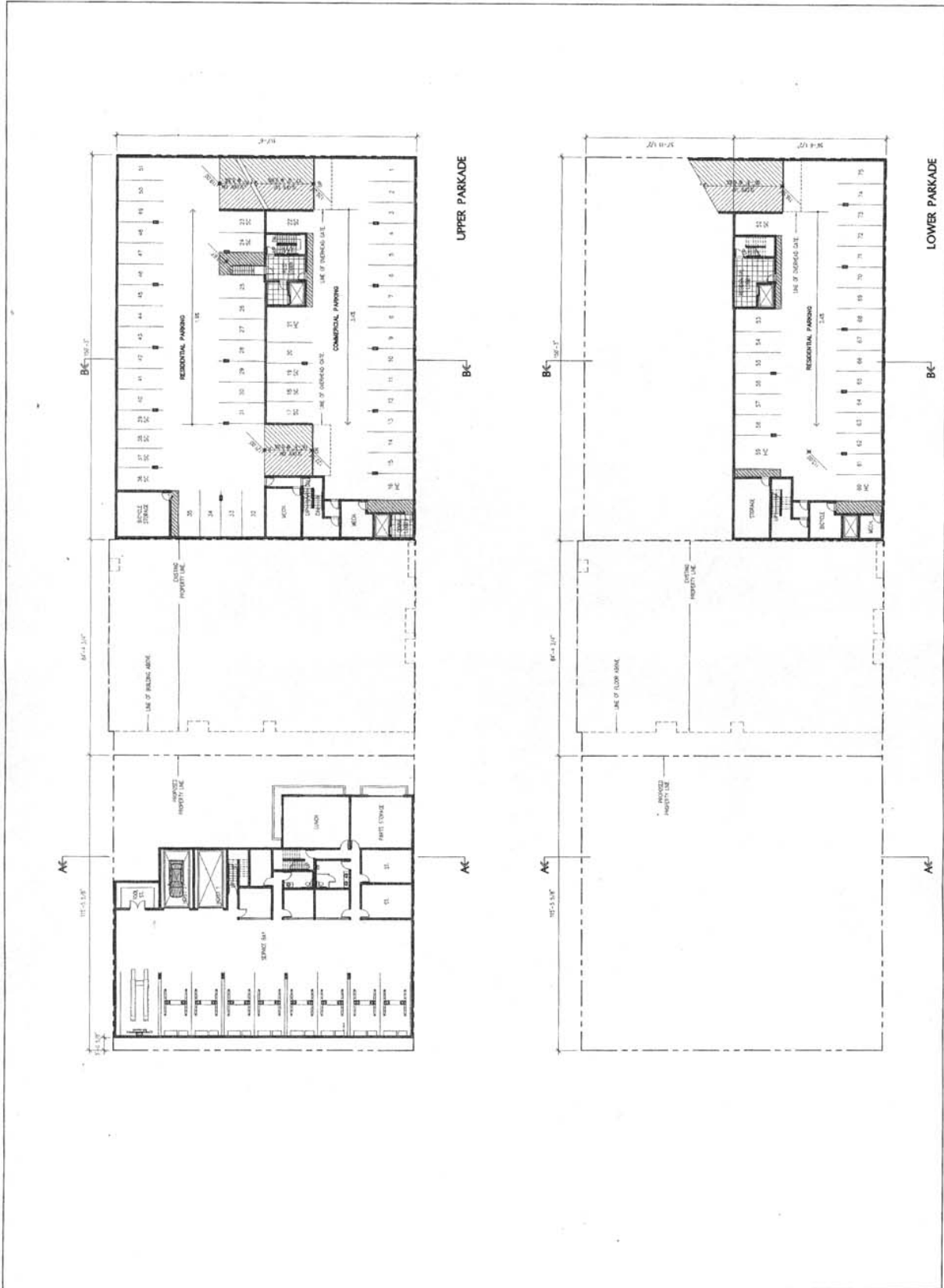
PROPOSED MIXED USED BUILDINGS
1655-1679 WEST 3RD AVE., VANCOUVER, B.C.
BUCCI DEVELOPMENT CORPORATION

PARKADE FLOOR PLANS

HYWEL
JONES
ARCHITECT

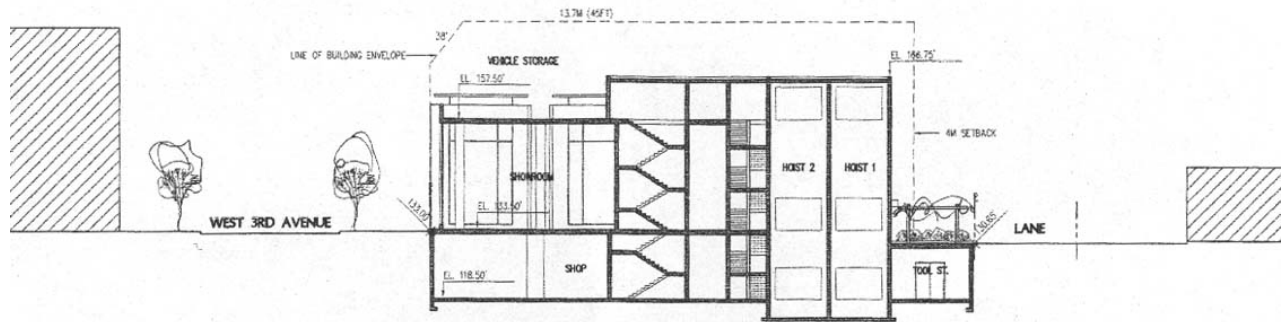
1500 HAMBROCK STREET
VANCOUVER, BRITISH COLUMBIA V6M 2Y1
604-276-0099 FAX 604-276-0098
HYWEL@HYWELJONES.COM
WWW.HYWELJONES.COM
INCORPORATED IN CANADA
INCORPORATED IN BRITISH COLUMBIA
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A6

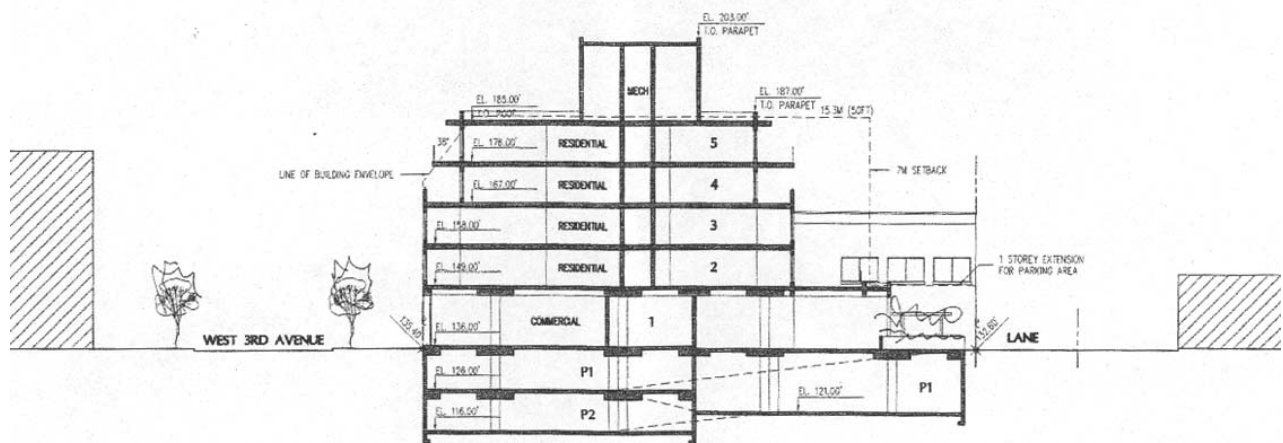


SECTIONS

through proposed vehicle dealer building



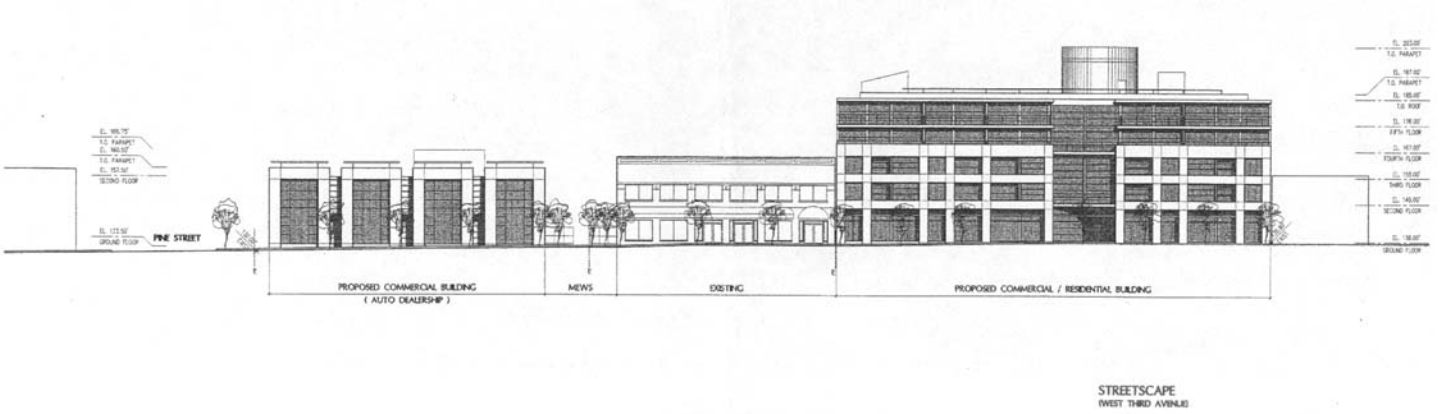
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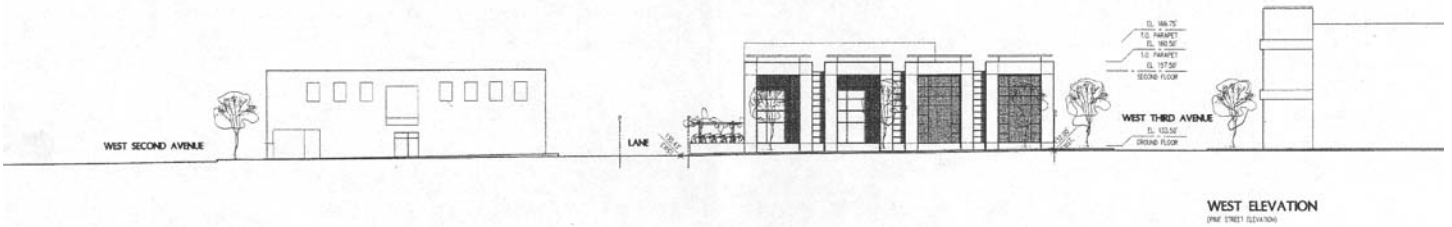
through proposed residential/commercial building

ELEVATIONS

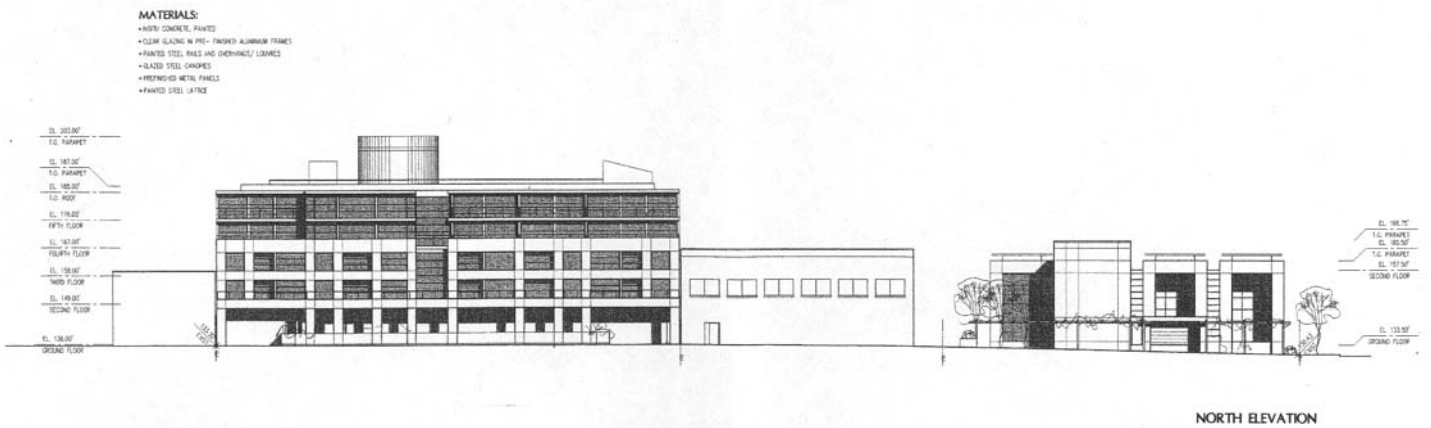
West 3rd Avenue

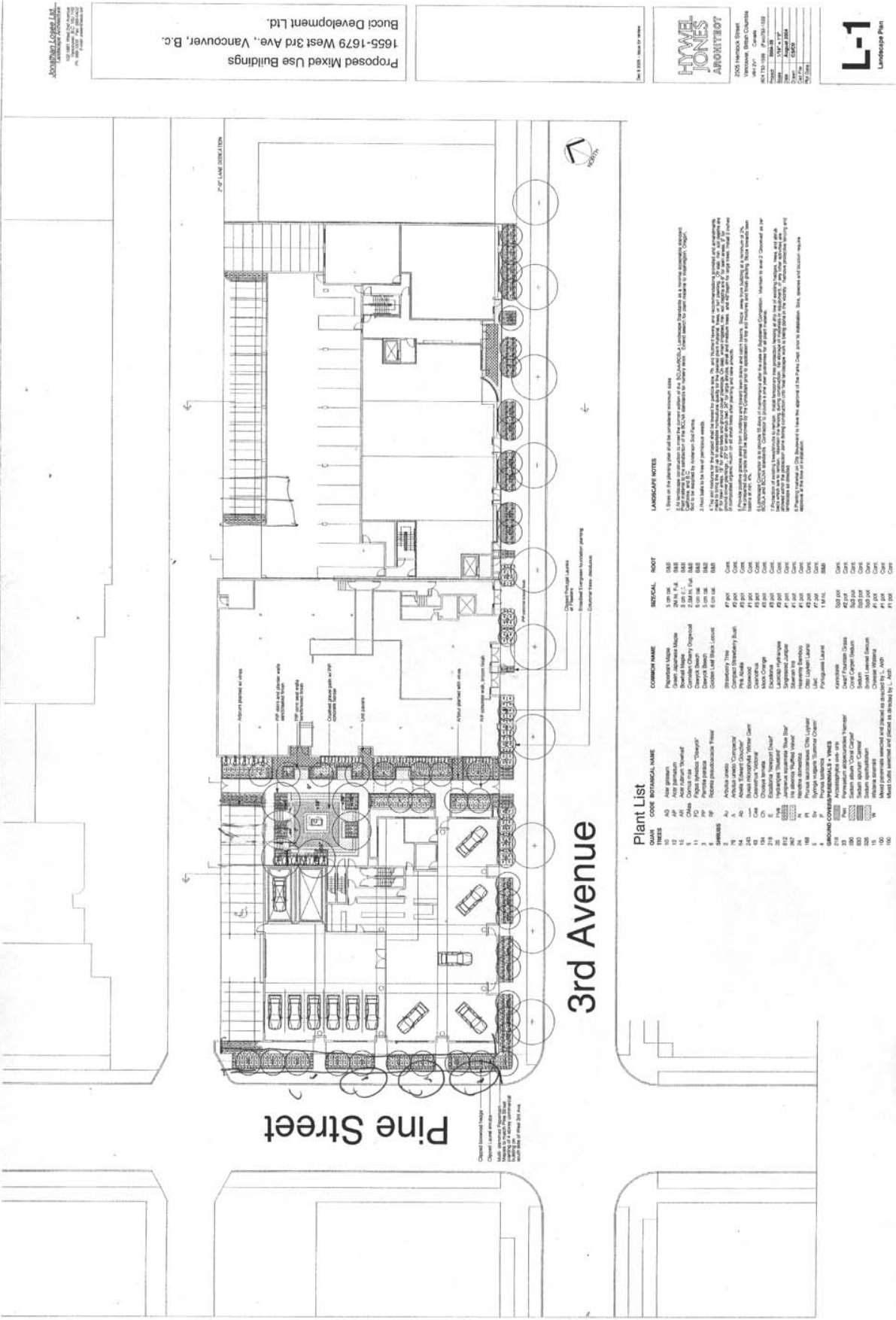


Pine Street



Lane





Architectural Group Ltd.
1655-1679 West 3rd Ave., Vancouver, B.C.

Proposed Mixed Use Buildings
1655-1679 West 3rd Ave., Vancouver, B.C.

HYWEL JONES
ARCHITECT

2000 Hastings Street
Vancouver, British Columbia
V6C 2E7
Canada
Tel: 604.681.1133
Fax: 604.681.1133
www.hjones.com

L+L
Landscape Plan

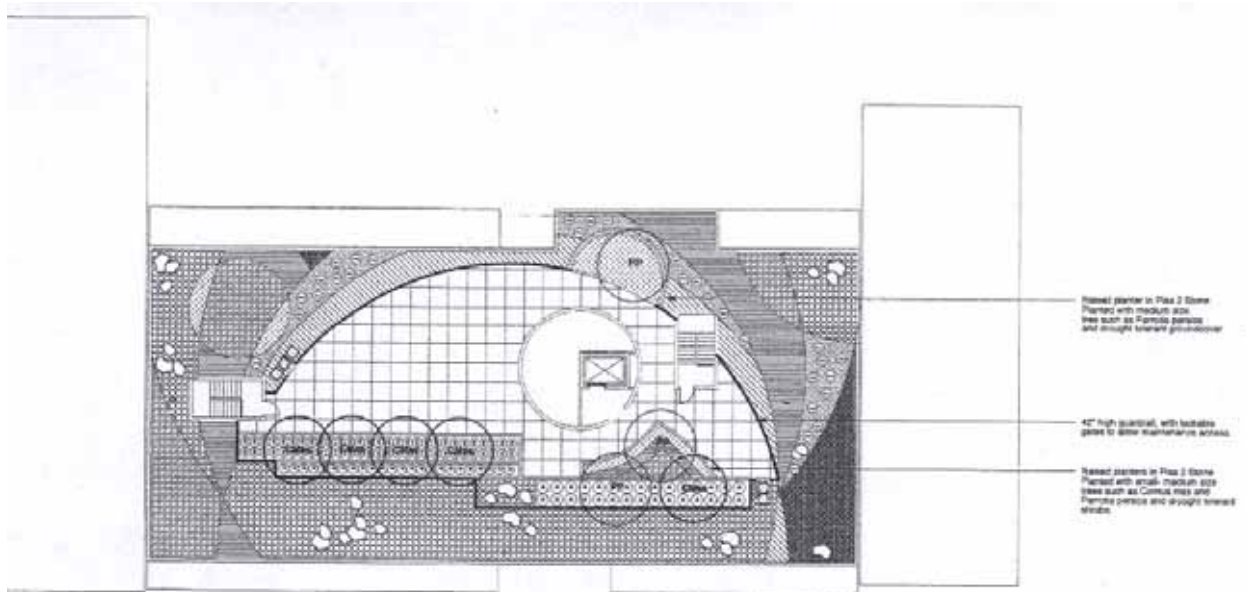
LANDSCAPE NOTES

1. Trees in the parking area and the surrounding perimeter area shall be planted in accordance with the following schedule. The minimum height of the trees shall be 10m. The trees shall be planted in a grid pattern with a spacing of 10m x 10m. The trees shall be planted in a grid pattern with a spacing of 10m x 10m. The trees shall be planted in a grid pattern with a spacing of 10m x 10m.
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10. The trees shall be planted in a grid pattern with a spacing of 10m x 10m. The trees shall be planted in a grid pattern with a spacing of 10m x 10m. The trees shall be planted in a grid pattern with a spacing of 10m x 10m.

Plant List

CODE	SCIENTIFIC NAME	COMMON NAME	HEIGHT
01	Abies balsamea	Blue Spruce	10m
02	Alnus incana	Common Alder	10m
03	Alnus matricaria	Common Alder	10m
04	Alnus matricaria	Common Alder	10m
05	Alnus matricaria	Common Alder	10m
06	Alnus matricaria	Common Alder	10m
07	Alnus matricaria	Common Alder	10m
08	Alnus matricaria	Common Alder	10m
09	Alnus matricaria	Common Alder	10m
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95	Alnus matricaria	Common Alder	10m
96	Alnus matricaria	Common Alder	10m
97	Alnus matricaria	Common Alder	10m
98	Alnus matricaria	Common Alder	10m
99	Alnus matricaria	Common Alder	10m
100	Alnus matricaria	Common Alder	10m

PARCEL A
ROOFTOP GARDEN



APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	1655 - 1675 West 3rd Avenue
Legal Description	Lots 37-40, Block 229, DL 526, Plan 590 and Lot G, Block 229, DL 526, Plan 19512
Applicant	Hywel Jones Architect
Architect	Hywel Jones
Property Owner	No. 142 Taurus Ventures Ltd.
Developer	Bucci Development Ltd.

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	3 868 m ² (41,636 sq. ft.)	32.5 m ² (350 sq. ft.) for lane widening	3 835 m ² (41,281 sq. ft.)

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different then proposed)
ZONING	IC-1	CD-1	
USES	Manufacturing, Service, Transportation and Storage, Utility and Communication, Wholesale, Retail uses; Accessory uses	Multiple Dwelling, Office, Retail, Service	
FLOOR SPACE RATIO	up to 3.00 FSR for industrial, up to 1.00 FSR for other uses, max. 1 000 m ² for retail	1.00 FSR residential + 1.00 FSR commercial = 2.00 FSR overall	
MAXIMUM HEIGHT	18.3 m (60 ft.)	15.3 m (50.2 ft.)	
PARKING SPACES	per Parking By-law	per Parking By-law (C-3A std. for residential)	
REAR SETBACK	none required	7.0 m (36 ft.) for residential, 4.0 m (13.1 ft.) for other uses, none for existing building or for parking, loading and service space	
LANDSCAPE SETBACK (Pine Street)	1.5 m (5.0 ft.) (guideline requirement)	1.5 m (5.0 ft.)	