

## SUMMARY AND RECOMMENDATION

**9. REZONING: 2250 Commercial Drive**

**Summary:** To rezone from C-2C (Commercial) to CD-1 (Comprehensive Development) District for additional height, an extra floor of development, and alternate setback requirements, to permit the partial demolition and rebuilding of an existing 3-storey retail/office building and its conversion to a mixed-use building with 4 floors of residential over one floor of commercial, containing 58 residential units. The majority of the existing structure would be retained.

**Applicant:** Francois Marchand, Ankenmen Marchand Architects

**Recommended Approval:** By the Director of Planning, subject to the following conditions as proposed for adoption by resolution of Council:

- A. THAT the application by Image Development Inc. to rezone (Lot 1, BLOCK 153, DISTRICT LOT 26A, NEW WESTMINSTER DISTRICT PLAN 17345) P.I.D. 007-286-635 from C-2C to CD-1, to permit a five storey mixed commercial-residential building, generally as presented in Appendix A, to the Policy Report, "*CD-1 Rezoning - 2250 Commercial Drive*", dated April 8, 2010, be approved, subject to the following conditions:

**FORM OF DEVELOPMENT**

- (a) That the proposed form of development, generally as prepared by Ankenman Marchand Architects, and stamped "Received City Planning Department, June 19 2009", be approved by Council in principle, 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 improve the ground floor interface with the public realm to ensure adequate space for active use of the sidewalk, and individual character for commercial units:

(Note to Applicant: Provide a large scale section illustrating the complete streetscape condition, including canopies, and street fixtures complete with dimensions. Identify in plan, appropriate and convenient locations for bike racks that do not block window displays or pedestrian traffic. The design must consider the issues of Crime Prevention

Through Environmental Design.)

- (ii) design development to the southeast corner and residential entry to achieve an architectural and material expression compatible with the residential use of the building;

(Note to Applicant: The residential entry from Commercial Drive should have an identity that is independent from the commercial entry. The commercial unit entry at the south east corner makes active use of the corner, however the architectural expression on the floors above could be more sympathetic to the residential use.)

- (iii) provision of separate means of circulation and egress for residential and commercial tenants on the ground floor;

(Note to applicant: The current layout allows for CRU tenants to enter into the residential corridor on the main floor. This may cause conflict between the two different user groups.)

- (iv) design development to residential units to provide improved liveability and maximum privacy between units;

(Note to Applicant: All habitable rooms, including bedrooms should have direct access to a window for provision of light, views and ventilation. In consideration of the challenges encountered when renovating an existing structure, some units with "interior" bedrooms may be supported. These interior rooms must have opportunities for "borrowed" light and views and should have a minimum of 75% of the wall facing the exterior wall glazed. Units with interior habitable rooms must provide at adequate outdoor private space. This does not include "enclosed balconies". When possible, entry doors across the corridor from one another should be offset to increase visual privacy.)

- (v) provision of appropriate weather protection at street elevations;

(Note to Applicant: Awnings or canopies must be a minimum of 5 ft. in depth and 9 ft. from grade. Higher awnings or canopies may need to be deeper to provide adequate weather protection.)

- (vi) provision of additional information on elevations and site plans identifying the exterior finishes, location of exterior lighting and their specification;

- (vii) provision of larger scale sectional drawings showing proposed canopies, balconies, roof decks, and entries;

(Note to Applicant: Dimensioned and notated drawings at a minimum of

½" = 1'-0" scale (or better) must be provided for these and of any other area the applicant feels expresses the strength of the integrated façade features and the building-to-street interface.)

### Landscape Design

- (viii) design development to the lane edge to create a greener transition to the adjacent residential lots by providing lane edge planters in the two foot setback to the north of the loading driveway, except where there are doors accessing the lane. The planters should be a minimum of 18" high to prevent vehicles from parking on them;
- (ix) clarification that the green panels shown attached to the lane façade on page A530 are green walls. This can be done with notations on the Ground Level Plan (page A103) and the East Elevation (page A201);
- (x) design development to add visual amenity to the residential entry by providing built in planters on either side of the entry doorways;
- (xi) provision of a full Landscape Plan. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, guardrails, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale;
- (xii) provision of large scale sections (1/4"=1' or 1:50) illustrating the soil depths for the deck planters on the 2<sup>nd</sup>, 4<sup>th</sup> and 5<sup>th</sup> levels. The section should run east to west and should include the building façade and the guardrails;

### Engineering

- (xiii) make notation on plans that any sidewalk café seating requires a separate application to the City Engineering and is not approved as part of this application;
- (xiv) provide dimensions for all parking stall types;
- (xv) provision of additional parking stall width, as per the Parking By-law, or parking spaces adjacent to walls or with columns encroaching more than 6" into the parking stall;

(Note to applicant: examples of some spaces requiring additional width are spaces 52, 60 and 65)

- (xvi) provide additional stall width for parking spaces 52/53 and 55/56 as

columns are set back more than 4' from the end of the stall;

- (xvii) provide an improved plan showing design elevations within the parking and loading areas to calculate slope and cross fall;

(Note to applicant: maximum slopes and crossfalls are to be 5%.)

- (xviii) provision of section drawings for the loading bay and along gridline 9 showing elevations and vertical clearance for the main ramp and security gates;

- (xix) clarify how the security gate for the commercial and residential parking is to be activated (Remote control, card reader etc...);

- (xx) provision of measures to improve the visibility of oncoming traffic in the drive aisle at grid line F2;

(Note to applicant: parabolic mirrors are recommended.)

- (xxi) confirm the unobstructed vertical height clearance of the loading bay opening and the maximum height of trucks that are to use the loading bays;

- (xxii) show the dimension of the Class B loading spaces on the plan;

- (xxiii) clarify proposed garbage pick up operations. Residential and commercial facilities are to be separated and include separate recycling provisions for each use;

- (xiv) clarify if canopy is existing or proposed and if existing that it complies with the building by-law for demountability and drainage, if not appropriate encroachment agreements will be required;

- (xv) clarify if sidewalk improvements are intended, if so a separate application to the City Engineer is required;

- (xvi) delete the portion of circular roof top feature that encroaches onto public property unless it qualifies as a LEED® feature. (A107).

## AGREEMENTS

THAT, prior to enactment of the CD-1 By-law, the registered owner shall, at no cost to the City, and on terms and conditions satisfactory to General Manager of Engineering Services and the Director of Legal Services arrange for the following:

- (i) Proposed sun shade encroachments. A separate application to the City

Surveyor is required. Note: encroaching features must be intended to meet LEED® standards for consideration;

- (ii) Provision of a minimum of two car share vehicles managed by a professional car share organization;
- (iii) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required, please supply project details including projected fire flow demands to determine if water system upgrading is required, should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required;
- (iv) 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.

- (v) Provision of a concrete lane crossing at the lane east of Commercial Drive on the north side of East 7th Avenue.

Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, and letters of credit, and provide for the withholding of permits, as deemed appropriate by, and in form and contents satisfactory to, the Director of Legal Services.

The timing of all required payments, if not otherwise specified in these conditions, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

FURTHER THAT application to amend the Sign By-law to establish regulations for this CD-1 in generally in accordance with Appendix A, to the Policy Report, "*CD-1 Rezoning - 2250 Commercial Drive*", dated April 8 ,2010, be approved;

- B. THAT, Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law following approval and enactment of the CD-1 By-law to establish regulations for this Comprehensive Development District in Schedule B, generally as set out in Appendix C, to the Policy Report, "*CD-1 Rezoning - 2250 Commercial Drive*", dated April 8 ,2010.

(RZ. - 2250 Commercial Drive)