

NOTE: There is no Appendix E. Appendices were lettered incorrectly.

P6



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: September 13, 2010
Contact: Karen Hoese
Contact No.: 604.871.6403
RTS No.: 08583
VanRIMS No.: 08-2000-20
Meeting Date: September 21, 2010

TO: Vancouver City Council
FROM: Director of Planning
SUBJECT: CD-1 Rezoning - 1569 West 6th Avenue

RECOMMENDATION

- A. THAT the application by Henriquez Partners Architects on behalf of Westbank Projects and Peterson Investment Group, to rezone 1569 West 6th Avenue (Lot J, DL 526, Plan LMP 53747, PID: 025-410-768) from C-3A (Commercial) District to CD-1 (Comprehensive Development) District, to increase the density from 3.00 to 4.96 FSR to permit construction of a 15-storey primarily residential building, be referred to a Public Hearing, together with:
- (i) plans received November 18, 2009;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the Director of 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 Public Hearing.

- B. THAT if the application is referred to a Public Hearing, the application to amend Schedule E of the Sign By-law, to establish regulations for this CD-1 in accordance with Schedule B to the Sign By-law [assigned Schedule "B" C-3A], generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law generally as set out in Appendix C for consideration at the Public Hearing.

- C. THAT subject to approval of the rezoning, the Noise Control By-law be amended to include this CD-1 in Schedule B to the Noise Control By-law generally as set out in Appendix C;
- FURTHER THAT the Director of Legal Services be instructed to prepare the necessary bylaw to amend the Noise Control By-law at the time of enactment of the CD-1 By-law.
- D. THAT should the application be referred to a Public Hearing, the registered property owner shall submit confirmation, in the form of "Letter A", that an agreement has been reached with the registered owner of the proposed donor site for the purchase of heritage bonus density as described in this report.
- E. THAT Recommendations A through D be adopted on the following conditions:
- i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a bylaw rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

CITY MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of the foregoing.

COUNCIL POLICY

Relevant Council Policies for this site include:

- Central Area Plan (December 3, 1991)
- Burrard Slopes C-3A Guidelines ((June 24, 1993; last amended January 20, 1998)
- Transfer of Density Policy (January 25, 1983; last amended August 1, 2002)
- Financing Growth Policy (Community Amenity Contributions) (January 20, 1999; last amended February 12, 2004)
- Green Building Policy for Rezoning (June 10, 2008; last amended July 22, 2010)
- 2008 - 2018 Culture Plan
- 2008 - 2023 Cultural Facilities Priorities Plan.

PURPOSE AND SUMMARY

This report assesses an application to rezone the site at 1569 W 6th Avenue from C-3A (Commercial) District to CD-1 (Comprehensive Development) District to provide an increase in the overall maximum density from a floor space ratio (FSR) of 3.00 to 3.75. An additional 1.20 FSR of density is part of the application to satisfy the requirements an existing single site covenant over this and the adjacent property at 1529 W 6th Avenue. The application proposes construction of a 15-storey residential tower with non-residential uses at grade level.

Although not a substantial increase is proposed from existing zoning, locating additional residential density at this site is consistent with City and regional policies which call for Vancouver's Central Area to take a substantial share of the region's population growth. Both City and regional planning practices strongly support locating housing at higher densities near transit. This location is served by two existing major bus corridors, and two rail transit routes are anticipated for nearby in the future. Having additional residents here will enhance the vibrancy of the Granville Street and Broadway corridors. The building proposal also commits to a high level of sustainable design, consistent with Vancouver's latest Green Building initiatives.

The application includes a request for additional density of 2 488.6 m² (26,786.51 sq. ft.) above what would otherwise be permitted on this site. In return the applicant is offering the following public benefits:

- a transfer of amenity bonus density from the Woodward's site (also developed by Westbank/Peterson); and
- a cash Community Amenity Contribution of \$774,000 to be used for park needs in the area and/or for an on-site cultural amenity (artist studios).

Concerns have been expressed by area residents about this proposal, particularly with respect to the height and associated view impacts. Staff have assessed the application and conclude that, in addition to fulfilling City and regional planning objectives, it represents an acceptable urban design response to the site and context. Staff recommend that the application be referred to Public Hearing and, subject to the Public Hearing, be approved subject to conditions.

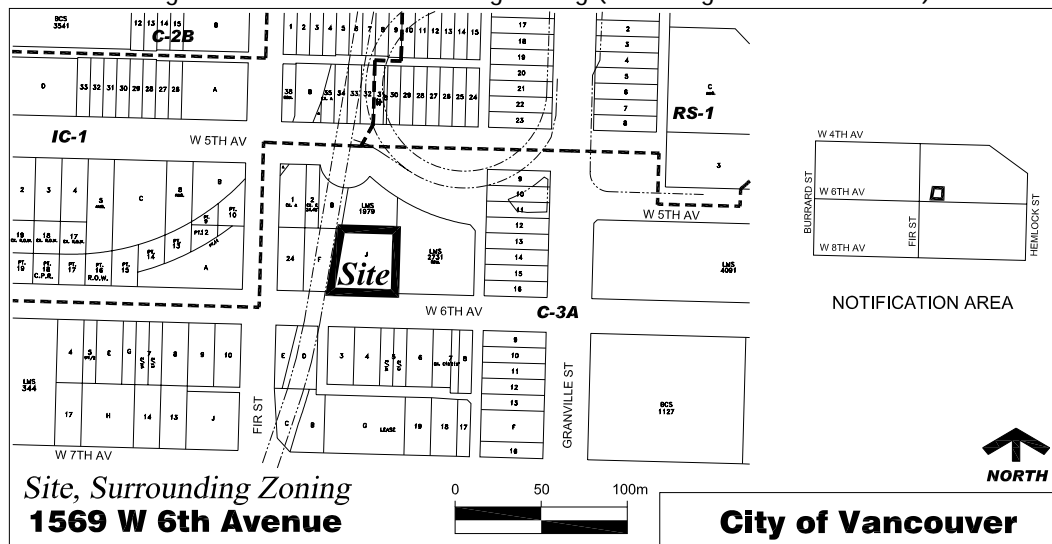
DISCUSSION

1. Site and Context

This 1 278 m² (13,757 sq. ft.) site is situated on the north side of West 6th Avenue between Granville and Fir streets (see Figure 1 below). The site has a 37.6 m (123.36 ft.) frontage along 6th Avenue and a depth of 55.7 m (182.7 ft.), with no lane at the rear. The site slopes approximately 2.7 m (9 ft.) from 6th Avenue to the rear property line. The site is currently used as a parking lot.

The zoning for the site is C-3A (Commercial) District, which is further informed by the Burrard Slopes C-3A Guidelines which provide direction with regard to the architecture and urban design. The policy for this area endorses a primarily residential neighbourhood that integrates existing and future small-scale commercial uses into the fabric of the neighbourhood.

Figure 1: Site and surrounding zoning (including notification area)



Until recently, the area was developed primarily with low- to mid-rise commercial and light industrial uses. More recently, with the emergence of a residential component, the neighbourhood has witnessed the construction of numerous new residential towers typically up to about 30.5 m (100 ft.), although several towers have exceeded this height. These include the “Manhattan” at 1595 West 8th Avenue, at 51.8 m (170 ft.), the “Verona” at 1483 West 7th Avenue at 57.9 m (190 ft.), and the “Siena” at 1428 West 6th Avenue at 45.7 m (150 ft.).

The surrounding built context includes (see Figure 3: Context Plan):

- to the west is the Fir Street/Granville Bridge off-ramp, with a City-owned parking lot underneath;
- immediately east is an artist live-work studio building, approximately 21.3 m (70 ft.) in height;
- north of the site is a four-storey residential building;
- immediately south across 6th Avenue of the site are one- and two-storey commercial buildings;
- further south and west of the site are a number of residential developments varying in height up to 18 storeys (i.e., the Manhattan at Broadway and Fir); and
- further east across Granville Street are the towers on the former Pacific Press site which vary in height from 11 to 20 storeys.

2. Land Use

The application proposes a primarily residential development, with approximately 50 residential market units in the 15-storey tower. Non-residential uses, listed in the draft CD-1 By-law in Appendix A, are proposed at grade and are consistent with the current C-3A zoning.

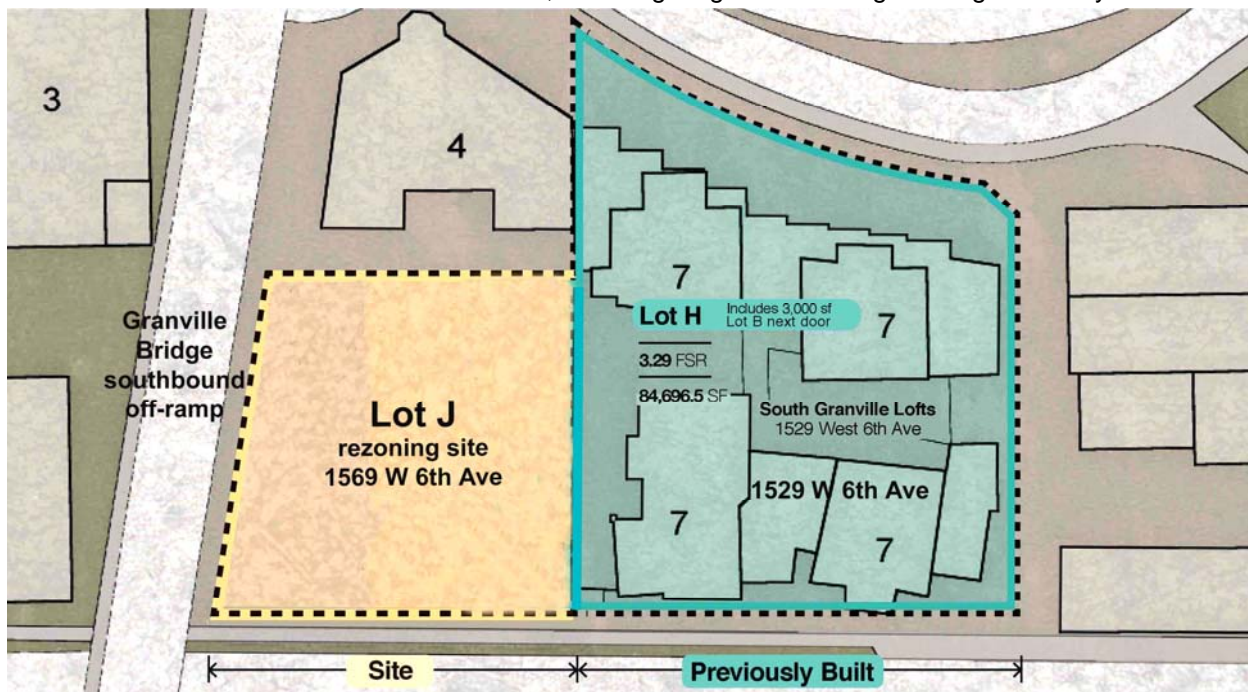
3. Density

Background — During the early 1990s, the subject site and the large neighbouring site to the east (1529 West 6th Avenue) were to be developed comprehensively in two phases.

The first phase on the east site was initially approved in 1995. During construction subsequent permits sought various amendments to the form of development, with the resultant building featuring many loft-style units. During this time, the C-3A District Schedule underwent amendments changing the way FSR is calculated (for double-height residential loft space and for exterior walkways). In the end, these C-3A changes were applicable to the development. The finished building had 16,498 sq. ft. of floor area over that permitted under the amended zoning. To resolve the non-compliance and bring the building into line with the C-3A District Schedule, a "single site covenant" was registered across 1529 and 1569 West 6th Avenue. The covenant effectively transfers 16,498 sq. ft. of permissible floor area from the west site to the east site, limiting density on the west site (the rezoning site) to 1.80 FSR, instead of the 3.00 FSR that would otherwise be available to an unencumbered C-3A site.

The Board of Variance subsequently ruled that development at 3.0 FSR could occur on the west site (phase 2 of the planned development), however that development was never pursued and the permit granting the approval lapsed.

Figure 2 – Shows the rezoning site at 1569 West 6th Avenue (vacant west site) and the neighbouring east site at 1529 West 6th Avenue, including heights of existing buildings in storeys



Current Proposal – Under the existing C-3A zoning, the maximum density permitted on the site is 3.0 FSR or 3834.0 m² (41,269 sq. ft.). In this area, through a transfer of heritage floor space, a further ten percent density could be achieved under present zoning, for a maximum FSR of 3.3 or 4217 m² (45,396 sq. ft.). The current application is to rezone the west site (Lot J) to CD-1 to construct a building at 3.75 FSR. The single site covenant would remain in place to maintain compliance of the building on the east site, so the CD-1 By-law must continue to provide 16,498 sq. ft. or 1.20 FSR of extra density over the 3.75 FSR for the proposed building. Therefore the draft by-law allows for 4.95 FSR of total density for the west site. A new covenant is proposed to be registered over the west site, limiting development to 3.75 FSR (see Appendix B, condition (c)(10)). The east site is not part of this CD-1 rezoning and would remain zoned C-3A.

Table 1 – FSR and floor area

site area = 1 278 m ² (13,757 sq. ft.)	FSR	Floor Area
▪ what C-3A zoning would otherwise allow	3.00	3 834 m ² (41,270 sq. ft.)
▪ under the single site covenant, site limited to	1.80	2 300 m ² (24,762 sq. ft.)
▪ density of proposed development	3.75	4 793 m ² (51,588 sq. ft.)
▪ proposed by-law density, allowing for single site covenant	4.95	6 326 m ² (68,096 sq. ft.)

Of the 3.75 FSR or total floor area of 4 793 m² (51,588 sq. ft.) proposed to be built on the site, 143.6 m² (1,545 sq. ft.) would be for non-residential uses at grade.

Urban design assessment (Appendix D and summarized below), including review by the Urban Design Panel, concludes that the proposed additional floor area can be satisfactorily accommodated within the development proposed on the subject site.

4. Form of Development

The application proposes a 15-storey tower. Parking and loading are proposed below grade, with access through the adjacent development at 1529 West 6th Avenue (see drawings in Appendix G and statistics in Appendix H).

An analysis of the proposed form of development was conducted (see Urban Design Analysis, Appendix D) including any urban design impacts of its proposed building massing beyond that contemplated under the zoning. This included a review of impacts on public and private views, liveability and privacy, shadowing, response to surrounding public realm, and overall built form "fit" with the surrounding context.

Building Massing, Height and Views – The present C-3A zoning and Burrard Slopes C-3A Guidelines under which numerous developments in this area (between Burrard and Hemlock, and from 5th Avenue to Broadway) have occurred, have typically resulted in podium and tower, terraced building forms of at least 11 storeys (100 - 107 ft.) in height. A number of notable exceptions, however, presently exist in the vicinity (see Figure 3: Context Plan). The "Manhattan" tower at 1595 W 8th Avenue rises to 18 storeys (170 ft.), the "Verona" tower at 1483 West 7th Avenue is 20 storeys (190 ft.) and the "Sienna" tower at 1428 West 6th Avenue is 15 storeys (150 ft.) high. At a height of 15 storeys, staff contend that this proposed tower is not significantly out of keeping with the established pattern of building heights in this area of the city. It is further noted that the existing zoning throughout this area already allows for the typical podium and tower built form; although many one- or two-storey buildings currently exist in this area, these sites are quite likely to redevelop over time.

The rationale for the proposal's massing and built form responds to the specifics of the site which is located amongst existing developments and is immediately adjacent to the elevated bridge deck of the Fir Street ramp. In order to establish a separation between residential uses and the bridge deck, an exceptionally slim (61.7 ft. wide), yet marginally taller, curving tower form has been proposed. At 15 storeys, the proposal is 4 storeys higher than the massing that would otherwise result from the recommended guideline height. Staff concur, however, that the proposed design provides improved outlook, privacy and sun access to immediate neighbours to the east (South Granville Lofts - 1529 West 6th Avenue) and north (Gryphon Court - 1562 West 5th Avenue) and that the slimness of the tower results in a laudable separation between the Fir Street ramp and the proposed residential tower. A

slimmer, taller tower proposal on this site provides a more expansive view over the ramp zone for the majority of existing units located to the south of this development, when compared to the form that would otherwise result from strict application of the applicable Guidelines (see Figure 4: 6th Avenue Streetscape). In addition, the greater distance between the ramp and the tower allows more daylight into the under-ramp area which, along with the proposed at-grade uses, presents future opportunity for an enhanced public use of this presently uninviting under-bridge area.

Figure 3: Context Plan

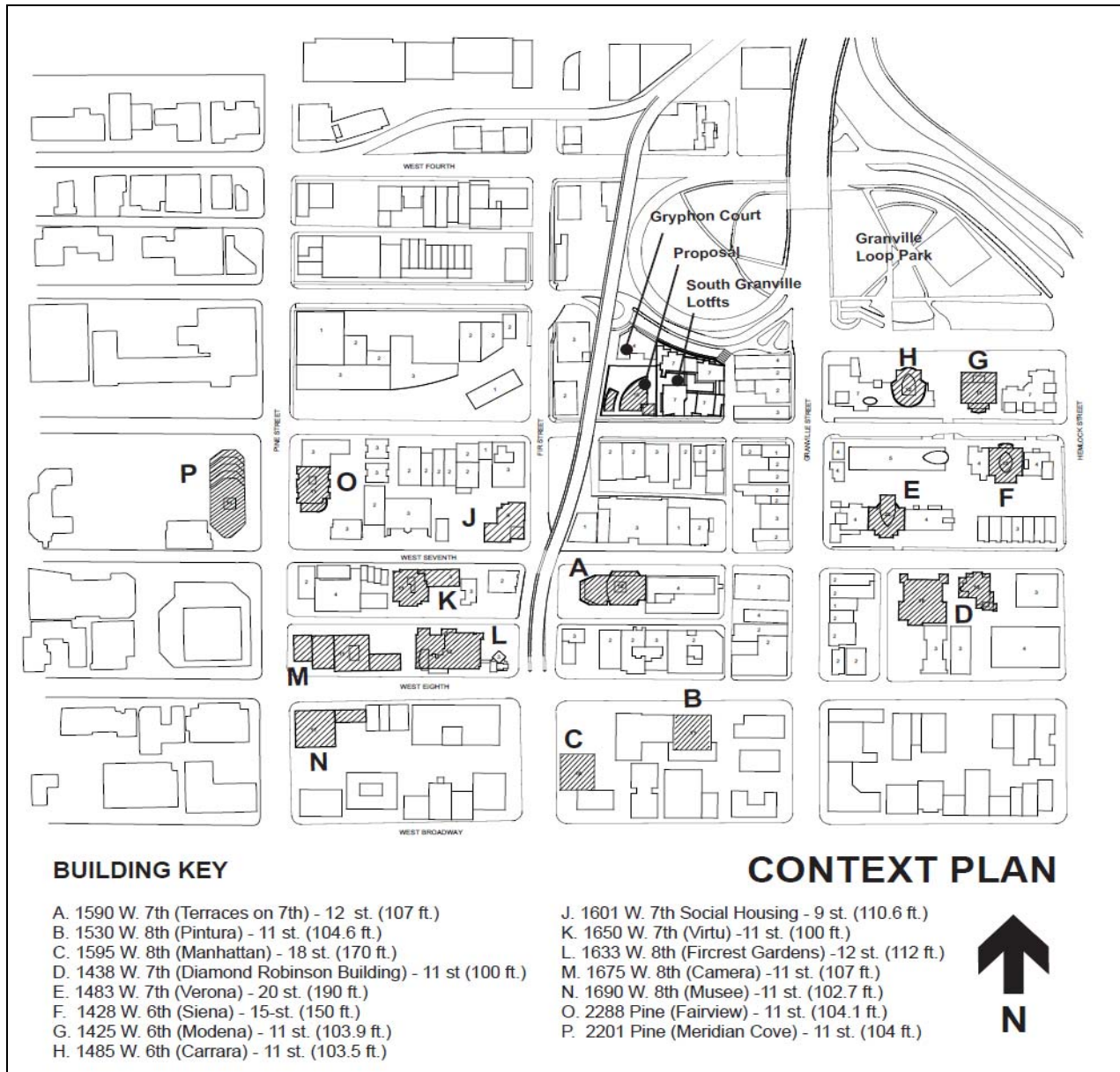
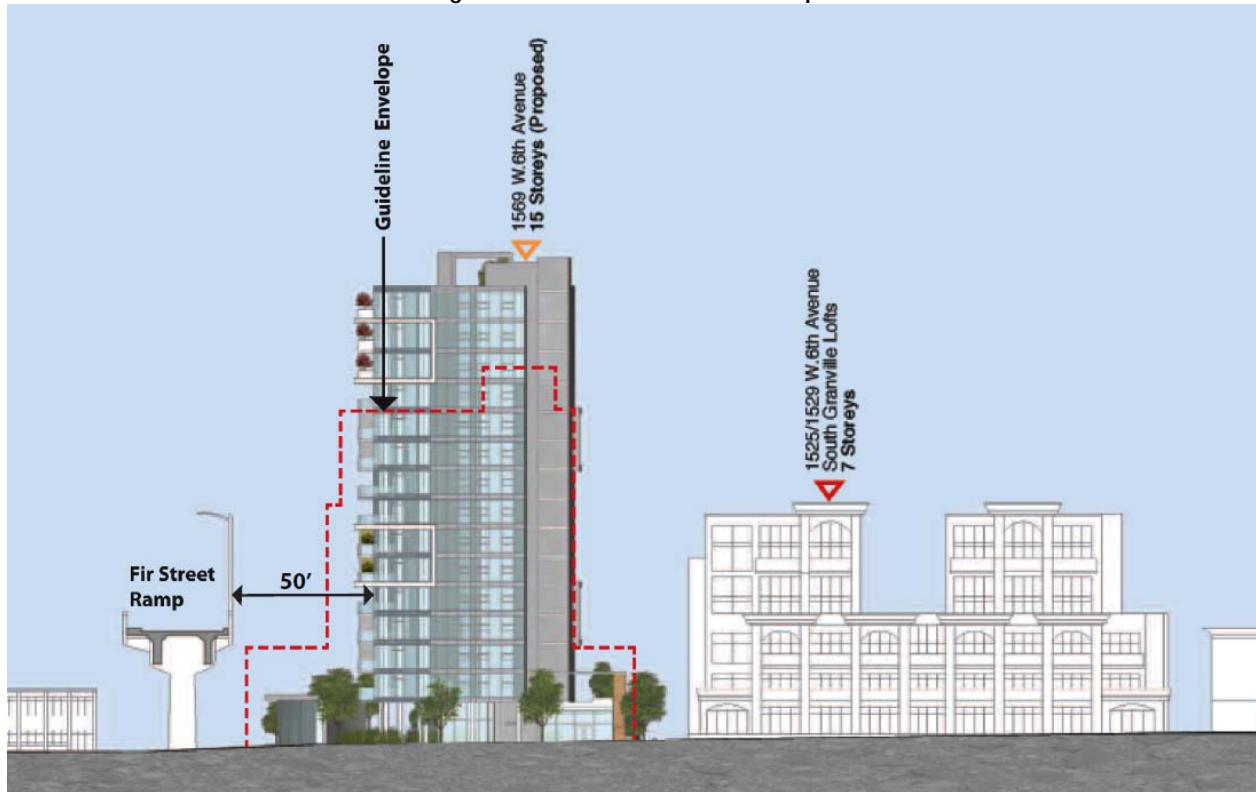


Figure 4: 6th Avenue Streetscape

Assessment of view impacts of development is generally undertaken with priority given to public views over private views. In terms of public views, this site lies outside of the primary Granville Street View Cone that is identified in the Guidelines. Hence, the proposal has no impact on public views that are entrenched in Council approved policies. With respect to private views, concerns from neighbours have been raised and those relate to the impact of the tower -- and specifically the upper floors of the tower - on private views from nearby existing buildings.

The Burrard Slopes C-3A Guidelines speak to the objective of minimizing private view impacts through the sensitive positioning of building massing. The applicant and staff have undertaken numerous view impact analyses from various existing private residences to assess the degree of impact of the proposal (see Appendix D). In summary, the extent of view blockage for affected units in neighbouring buildings varies between 2.5 and 5.9% based on a horizontal view arc of 170 degrees as measured from the tested neighbouring buildings. Generally in the Burrard Slopes context, this extent of view impact from new development is considered relatively modest. Because of the slender tower form proposed, the impact for existing neighbouring units located below the 9th level is less than what would result from the wider building massing of a Guideline-complying proposal.

Overall, impacts on views from other neighbouring buildings further diminish with greater distance and separation from the proposal on this site. In the context of the Guidelines which speak to minimizing private view impact through sensitive positioning of building massing and given the benefits of sun access and livability for immediate neighbours (also see SUN ACCESS and LIVABILITY below) as well as other urban design benefits provided by the proposed tall,

slim building form, staff, on balance, consider the proposal's impact on private views to be relatively minimal and acceptable.

Sun Access and Livability – The proposed tower massing, incorporating an exceptionally small floor plate (3,563 sq. ft. vs. typical 5,000-6,500 sq. ft. in developments under the C-3A zoning), slim east-west width of 61.7 ft. and curving form allows for improved sun access and outlook for adjacent units to the north in Gryphon Court (1562 West 5th Avenue) through the proposed rear garden area (refer to Appendix D, Figure 5 and 6). The proposed tower massing also allows for a comparatively generous landscaped east side yard setback to provide as much separation and outlook as possible from units and the courtyard in the South Granville Lofts (1529 West 6th Avenue) development to the east, achieving a 36 foot separation between buildings. In summary, staff consider the proposal to provide a more neighbourly response to immediate adjacent development through its taller, slimmer tower massing than would be achieved by a guideline-complying development under the present C-3A zoning.

Public Realm – In addition to an active pedestrian-oriented frontage along West 6th Avenue that incorporates active, at-grade uses along with landscaping, the proposal presents a positive interface to the under-bridge area. The at-grade uses face into this area, providing informal surveillance of a zone which typically can suffer from vandalism and other nuisance activity. The potential for this area to play a more positive role in the public realm is amplified by the proposed design. Overall, the proposal makes a commendable contribution to the adjacent public realm.

Built Form "Fit" – While the proposed tower's height is modestly higher than immediately adjacent newer development, it is not out of scale in its overall context at the bottom of the Burrard Slopes. The proposal forms a westerly complement to the two 5th Avenue towers and podiums on the east side of the Granville Bridge (Modena and Carrara) on the former Pacific Press site, together framing the two public open spaces at the south Granville Bridgehead. The tower's unique curving form and exceptional slimness appropriately marks an entry to the "Uptown" Broadway Corridor for southbound motorists on the Fir Street ramp. From the pedestrians' perspective, the active street-fronting uses and well articulated tower architecture contribute positively to the 6th Ave. streetscape. Overall, staff consider the proposal to be an appropriate resolution of its building massing and a fitting built form addition at this key location in the Burrard Slopes precinct.

In conclusion, staff believe the proposed additional density has been satisfactorily accommodated within a form of development that will sensitively integrate into the area and will contribute positively to the area's built environment and urban design.

Urban Design Panel – The application was reviewed by the Urban Design Panel on January 13, 2010, and was supported (see Appendix F).

5. Parking, Loading and Circulation

The application shows two levels of underground parking, providing 60 parking spaces below grade. The parking is accessed via the adjacent site's underground parking which is entered off the north-south lane west of Granville Street. This access has been secured through a covenant registered over 1529 West 6th Avenue at the time of its development.

While the proposed parking meets the Parking By-law under the existing zoning, this site is close to multiple transit routes, and therefore, Engineering staff are recommending a reduced minimum parking standard for residential use.

The Parking By-law requires the provision of one Class B (large) loading space for this development. The loading space was proposed to be located just off West 6th Avenue, with access over City property (the Fir Street ramp right-of-way currently used as a parking lot). Staff do not support the proposed access or location and recommend that two Class A (small) loading spaces be provided in the underground parkade in lieu of one Class B loading space.

There have been some concerns expressed by neighbourhood residents that the proposed development will result in increased traffic in the north-south lane to the east of 1529 West 6th Avenue which is currently shared by businesses fronting onto Granville Street and by those accessing the underground parking at 1529 West 6th Avenue. Engineering staff have reviewed the proposal and note that the capacity of this commercial lane is not unlike that found in similar lanes in the area, where multiple buildings take access from the lane. Given the low number of parking spaces in the proposed development and the limited frequency of vehicles accessing the site, staff do not anticipate the proposed development would result in significant traffic issues.

A Transportation Study completed by Bunt & Associates was submitted with the application. The study analyzed the impact of the proposed development on traffic in the vicinity and concluded that the traffic generated by the site is unlikely to be detectable to drivers or pedestrians on 6th Avenue, and is expected to have little impact on traffic operations in the area.

6. Sustainability

Council's Green Building Policy requires that rezoning applications received between June 10, 2008 and July 30, 2010 achieve a minimum of LEED® Silver certification or equivalency, with target points for energy performance, water efficiency and stormwater management. The application included a preliminary LEED® scorecard, which generally conforms to the Rezoning Policy, indicating that the project could attain 34 LEED® points and therefore be eligible for LEED® Silver.

PUBLIC INPUT

Public Notification and Open House — A rezoning information sign was installed on the site on January 7, 2010. A notification letter and invitation to a public information open house, dated January 6, 2010 was mailed to 1,198 surrounding property owners. The open house was held on January 21, 2010, at the Granville Island Hotel with staff and the applicant team present. Approximately 83 people attended. The City of Vancouver Rezoning Centre webpage provided notification and application information, as well as an on-line comment form.

Public Response—Public responses to this proposal have been submitted to the City in the form of open house comment sheets, letters and emails. A total of 157 responses plus two petitions were received, the majority of which were opposed to the proposal.

Concerns expressed by those opposing the application focused primarily on height and view impacts, shadowing of neighbouring buildings, and liveability impacts such as privacy issues, increased traffic, and increased use of local amenities. A more detailed summary of comments is provided in Appendix F.

PUBLIC BENEFITS

In response to City policies which address changes in land use and density, this rezoning application offers the following public benefits.

Required Public Benefits

- **Development Cost Levies (DCLs)** – Development Cost Levies (DCLs) are collected on new development prior to building permit issuance. The levies help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The subject site is in the Burrard Slopes DCL District where the rate (as of September 30, 2010) is \$102.04/m² (\$9.48/sq. ft.). If developed to the maximum 1.80 FSR permitted on this site without rezoning (as encumbered by the single site covenant), the DCL would be \$234,692. If developed at the 3.75 FSR proposed in this rezoning (as encumbered by the single site covenant), a DCL of \$489,078 is anticipated.
- **Public Art Program:** The Public Art Program does not apply to this application as the total new floor space is less than the program's 15 000 m² threshold.

Offered Public Benefits:

- **Transfer of Density:** The applicant has proposed a transfer of amenity bonus density from the Woodward's development to this site, as provided for under the City's Transfer of Density Policy. A transfer of 799 m² (8,600 sq. ft.) is proposed which Real Estate Services staff have estimated has a value of \$802,000. Staff support this transfer of density and recommend that a letter of intent (Letter A) be submitted prior to the Public Hearing.
- **Community Amenity Contribution (CAC):** In the context of Financing Growth Policy, the City anticipates the offer of a community amenity contribution from the owner of a rezoning site to address the impacts of rezoning. Contributions are negotiated and evaluated by staff in light of the increase in land value expected to result from rezoning approval. The increase in land value or land lift is estimated to be in the region of \$1,980,000. The total value of the public benefits offering represents approximately an 80% share of the land lift (\$1,570,000). Real Estate Services staff have reviewed the applicant's development proforma and concluded that after factoring in the costs associated with the transfer of density, there was a sufficient increase in land value to warrant a further CAC offering of \$774,000. Real Estate Services staff recommend that this offer be accepted.

It is anticipated that the CAC of \$774,000 will go towards park needs in the area and/or towards an on-site cultural amenity in the form of artist studios. Staff will report back to Council at time of Public Hearing with a recommended allocation for the CAC.

The total value of the public benefits, including the required public benefits and the offered public benefits, which would result from this rezoning application, if approved, is expected to be about \$2,065,000.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

While it is recognized that there are community concerns about the redevelopment of this site, staff assessment of this rezoning application has concluded that the proposed form of development represents an acceptable urban design response to the site and context, and is therefore supportable. Further, the public benefits of this project will contribute to the City's cultural and heritage objectives.

The Director of Planning recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and with a recommendation of the Director of Planning that these be approved, subject to the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix G.

* * * * *

1569 West 6th Avenue
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.

1 Uses

- Dwelling Uses;
- Cultural and Recreational Uses, limited the Artist Studio and Fitness Centre;
- Institutional Uses, limited to Child Day Care Facility;
- Office Uses;
- Retail Uses, limited to Grocery or Drug Store and Retail Store;
- Service Uses, limited to Barber Shop or Beauty Salon, Beauty and Wellness Centre, Laundromat or Dry Cleaning Establishment, Photofinishing or Photography Laboratory, Photofinishing or Photography Studio, Print Shop, School – Arts or Self Improvement and School – Business;
- Accessory uses customarily ancillary to the above uses.

2 Density

2.1 The floor space ratio must not exceed 4.95.

2.2 The following shall be included in the computation of floor space ratio:

- (a) all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, measured to the extreme outer limits of the building; and
- (b) in the case of dwelling uses and artist studios, where the distance from a floor to the floor above or where there is no floor above to the top of the roof rafters or deck exceeds 3.7 m, an additional amount equal to the area of the floor area below the excess height except the additional amount shall not be counted in the case of undeveloped floor areas beneath roof elements which the Director of Planning considers to be for decorative purposes and to which there is no means of access other than a hatch, residential lobbies and mechanical penthouses.

2.3 Computation of floor space ratio must exclude:

- (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that the total area of all exclusions does not exceed eight percent of the residential floor area being provided;
- (b) amenity areas for the social and recreational enjoyment of residents and employees, or providing a service to the public, including facilities for general fitness, general recreation and child day care, provided that the total area being

excluded shall not exceed the lesser of 20 percent of the permitted floor space or 1 000m²;

- (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface provided that the off-street parking spaces do not have a length of more than 7.3 m for the purpose of exclusion from floor space ratio computation;
- (d) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
- (e) where a Building Envelope Professional as defined in the Building By-law has recommended exterior walls greater than 152 mm in thickness, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, except that this clause shall not apply to walls in existence prior to March 14, 2000; and
- (f) with respect to exterior:
 - (i) wood frame construction walls greater than 152 mm thick that accommodate RSI 3.85 (R-22) insulation, or
 - (ii) walls other than wood frame construction greater than 152 mm thick that meet the standard RSI 2.67 (R-15),

the area of such walls that exceeds 152 mm to a maximum exclusion of 51 mm of thickness for wood frame construction walls and 127 mm of thickness for other walls, except that this clause is not to apply to walls in existence before January 20, 2009. A registered professional must verify that any exterior wall referred to in subsection (ii) of this section meets the standards set out therein.

2.4 Computation of floor space ratio may exclude, at the discretion of the Director of Planning or Development Permit Board:

- (a) cultural uses secured to the City's satisfaction for public use and benefit; and
- (b) enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, except that:
 - (i) the total area of all open and enclosed balcony or sundeck exclusions does not exceed 8 percent of the residential floor area being provided; and
 - (ii) no more than 50 percent of the excluded balcony floor area may be enclosed;

2.5 The use of floor space excluded under section 2.3 or 2.4 must not include any purpose other than that which justified the exclusion.

3 Height

- 3.1 The maximum height of a building, measured above the base surface, must not exceed 46.7 m.
- 3.2 Section 10.11 of the Zoning and Development By-law is to apply to this By-law, except that the Director of Planning or Development Permit Board may permit a greater height than otherwise permitted for access and infrastructure required to maintain green roofs or urban agriculture, including stair and elevator enclosures, amenity areas, tool sheds, trellises and other garden structures, if the Director of Planning or Development Permit Board first considers all applicable policies and guidelines adopted by Council, and the effects on public and private views, shadowing, privacy, and noise impacts.

4 Parking, Loading and Bicycle Parking

- 4.1 Any development or use of the site requires the provision and maintenance, in accordance with the requirements of, and relaxations, exemptions and mixed use reductions in, the Parking By-law, of off-street parking spaces, loading spaces, and bicycle spaces, all as defined under the Parking By-law, except that :
 - (a) the Director of Planning may reduce the minimum parking requirement by 10% if the site is within 250 m of two distinct bus routes that run north to south and east to west; and
 - (b) visitor parking spaces must be provided as part of the minimum residential parking at a rate of not less than 0.05 space for each dwelling unit.

5 Acoustics

All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

Portions of dwelling units	Noise levels (Decibels)
Bedrooms	35
Living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

* * * * *

1569 West 6th Avenue
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.

PROPOSED CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Henriquez Partners Architects, and stamped "Received City Planning Department, November 18, 2010", 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:

Urban Design

- 1. design development to step the parkade wall protruding above grade at the northwest and north edges of the site and incorporate appropriate landscape treatment;
- 2. design development to the location, size and screening of parkade vents to minimize impact on neighbouring development;
- 3. design development to the layout and landscape treatment of active grade level open spaces to maximize separation from and privacy to neighbouring units and open space;
- 4. design development to the architectural treatment of the blank walls of the elevator/exit stair core to improve its visual interest;
- 5. confirmation that the height and volume of the elevator penthouse and any mechanical equipment is absolutely minimized;

Note to Applicant: This will involve appropriate choice of elevator mechanics to ensure height of override is minimized.

- 6. identification on the plans and elevation of the built elements contributing to the building's sustainability performance in achieving LEED® Silver equivalency, including at least three optimize energy performance points, one water efficiency point, and one storm water point;

Note to Applicant: Provide a LEED® checklist confirming LEED® Silver equivalency and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the

development. Both the checklist and description should be incorporated into the drawing set. Pursuit of LEED® Gold rather than Silver is encouraged.

Crime Prevention through Environmental Design (CPTED)

7. design development to consider the principles of CPTED having particular regard for reducing opportunities for theft in the underground parking;

Landscape

8. design development to include opportunities for pedestrian engagement in the common outdoor open spaces;

Note to Applicant: This can be achieved by articulating the space with special features, as well as furniture, seating opportunities, special paving, lighting and planters with seasonal colour.

9. design development to ensure the ultimate size of trees planted over parkade structure are appropriate species in relation to depth of soil available;

Note to Applicant: Provision of a section through the planted area (see condition #8, below) to show adequate depth of soil for the type of trees proposed, in order to allow for better root development and therefore healthier trees in the future.

10. design development to limit height of trees at the north edge of the site, in order to preserve outlook to the north and minimize shadowing to the adjacent northerly development;

11. design development to consider expanding programming to include resident opportunities for shared gardening in common open space and/or roof decks;

Note to Applicant: Shared gardening areas should be designed to adhere to Council's Urban Agriculture Guidelines for the Private Realm and should provide maximum solar exposure, universal accessibility and provided with amenities such as raised beds, water for irrigation, potting bench, tool storage and composting.

12. design development to consider expanding programming to include children's play area in common open space;

Note to Applicant: Children's play area to include active play equipment.

13. provision at the time of Development Permit application, of a full Landscape Plan illustrating, but not limited to proposed spot elevations at all changes in grade; plant materials (common and botanical names), including sizes and quantities; paving, walls, fences, and other landscape elements including existing site trees and site grading with labels;

Note to Applicant: Consider incorporating hardy drought-tolerant plantings into the planting scheme within the site to reduce use of water in the landscape.

14. provision of a legal survey illustrating the following information:
 - i. Existing trees 20 cm caliper or greater on the development site; and
 - ii. The public realm (property line to curb) on both 6th Av. And Fir St., including existing street trees, street utilities such as lamp posts, fire hydrants, etc. adjacent to the development site.
15. provision at the time of Development Permit application, of section details at a minimum scale of 1/4"=1'-0" scale to illustrate proposed landscape elements including planters structures, benches, fences, gates, arbours and trellises, posts and walls and water features. Planter section details must confirm depth of proposed planting on structures;
16. provision at the time of Development Permit application, of a high-efficiency irrigation system in all landscape common areas and hose bibs in patio areas as needed (illustrated on the Landscape Plan);

Social Development

17. design development to add a kitchenette with sink, stove, and small fridge and an accessible washroom to the amenity room;
18. design development to add a secured children's play area which provides an opportunity for informal children's play activity, located to maximize visual surveillance from and access to the indoor amenity space;

Note to applicant: consideration should be given to locating the play area adjacent to and with direct access from the indoor amenity space. Particular care should be given to avoid the use of toxic plants and landscaping materials in and around common outdoor amenity areas. Edible landscaping is encouraged. Play equipment is not required, and creative landscape/play features (such as balancing logs and boulders, a small/tangible water stream or feature, sandbox, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities is encouraged.

19. design development to include opportunities for urban agriculture/edible landscaping, with necessary infrastructure, such as tool storage, on-site composting, tool storage, hosebibs and potting benches which support urban agricultural activity, and to make some garden plots universally accessible as per the "Urban Agriculture Guidelines for the Private Realm." Consideration should be given to a rainwater collection system to assist with irrigation;

Engineering

20. Design development to provide two Class A loading spaces in the underground parking lot in lieu of one Class B loading space;

Note to Applicant: For this development on class B loading space is required and is shown at grade with access through the adjacent site. The City Engineer does not support the proposed loading access and recommends a relaxation of the loading requirements to allow provision of two Class A loading spaces instead one Class B loading space.

21. proposed access from 6th Avenue to the single Class B loading is not supported. Deletion of the proposed driveway from 6th Avenue is required;

Note to Applicant: provision of two class A loading spaces in lieu of one Class B loading space is supported.

22. provision of improvements to the commercial parking to ensure adequate access and egress to the commercial parking spaces;

Note to Applicant: the substandard width of the parking entry in combination with the location of the adjacent overhead security gate result in the inability to manoeuvre into and out of these parking spaces.

23. provision of design elevations within the parking garage and at the top and bottom of all parking ramps;

Note to Applicant: a maximum 5% slope and crossfall is permitted within the parking garage.

24. clearly note on plans the provision of bicycle lockers and duplex receptacles (one for each two bicycle spaces) as required in the Parking By-law;
25. provision of additional parking stall width for spaces 24, 25, 26, and 57, 58 and 59 where the column is set back in excess of 4' from the end of the parking stall;
26. provision of the technical specifications and diagrams for the proposed "stop light" on parking level 2 and clearly note on plans the location and type of activation device;

Note to Applicant: these warning light systems are normally designed by a traffic signal specialist.

27. provision of all Class A bicycle parking on the P1 parking level or Ground Floor;
28. provision of Class B bicycle spaces to be clearly noted on plans, in a highly visible location convenient to the front door of the building and completely on the site;
29. clarify residential garbage pick up operations and provide written confirmation that a waste hauler can access and pick up from the location shown;

Note to Applicant: pick up operations should not rely on bins being stored on the street or lane for pick up or before return to storage areas, for extended periods of time.

30. commercial garbage storage area does not have access for pick up. Commercial storage location and pick up operations should be reviewed;
31. clarify that the overhead clearance for adjacent site meets disability vehicle access requirements;
32. show standard 4 ft. exposed aggregate strip at the curb and broom finished concrete sidewalk behind to the property line;
33. four-piece exposed aggregate tree surrounds are to be located 1 ft. behind the curb;
34. root barriers are to be provided at all new street trees;
35. place the following note on the landscape plan: This plan is *Not for construction* of any public property facilities, prior to the start of any construction on public property a landscape plan must be submitted to Engineering Services and be issued as "*For construction*" 8 weeks notice is requested. No work on public property may begin until plans receive "for construction" approval and related permits are issued.

Note to Applicant: For further details contact Frank Battista at 604-873-7317 or Kevin Cavell at 604-873-7773;

36. all sidewalk construction is to meet the City of Vancouver's Street Restoration Manual of specifications;

Note: Parking meter and regulatory signage locations will be finalized prior to the start of sidewalk construction.

Note: Please submit a revised landscape plan directly to Engineering for review.

Note: The adjacent site was approved in 1995 and thus is unlikely to have the 2.3 m overhead clearance for disability vehicle access. Should the clearance available on the adjacent site be less than 2.3 m, then that clearance undiminished shall be provided by the applicant in order to maximize access to disability parking spaces and Class A loading spaces.

PROPOSED CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the Director of Planning, the Managing Director of Social Development, the General Manager of Engineering Services, the Managing Director of Cultural Services and Approving Officer,

as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Modification or replacement of the parking access easement to reflect the new location of the proposed access point from neighbouring Strata LMS2731, which differs from that noted in easement BB251755 and BB392670 and to address commercial parking and loading access requirements;
2. Release of Easement & Indemnity Agreements 82844H & 228650M (crossing agreements) prior to occupancy of the building;
3. Provision of a bridge proximity agreement;
4. Provision of street trees adjacent the site where space permits;
5. 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;

Amenity Bonus Density Transfer

6. That the owner secure the purchase and transfer of 8,600 sq. ft. of amenity bonus density from the Woodward's site;

Note to applicant: "Letter B" in the City's standard format is 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.

Single Site Covenant with Adjacent Site

7. Make arrangements, including a Section 219 Covenant to be registered on title, to the satisfaction of the Director of Legal Services to ensure that the density permitted on 1569 West 6th Avenue as a result of this CD-1 By-law, is used and allocated in a manner consistent with the single site covenant registered against that site and the adjacent developed lands at 1529 West 6th Avenue.

Soils

8. Do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter, as required by the

Manager of Environmental Protection and the Director of Legal Services in their discretion; and

9. If a Certificate of Compliance is required by the Ministry of Environment as a result of a completed site profile, execute a Section 219 Covenant, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, that there be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliance has been provided to the City by the Ministry of Environment.

* * * * *

1569 West 6th Avenue
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

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

"1569 West 6th Avenue [CD-1#] [By-law #] B (C-3A)"

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

Amend Schedule B (Intermediate Zone) by adding the following:

"[CD-1 #] [by-law #] 1569 West 6th Avenue"

* * * * *

1569 West 6th Avenue
URBAN DESIGN ANALYSIS

Introduction

The first test in assessing a proposal seeking an increase in density and height is to determine from an urban design standpoint if the site can, within its surrounding built context and zoning, appropriately accept these increases. An analysis and assessment of the proposed form of development was conducted, including any urban design impacts beyond that contemplated for development under zoning. This involved a comparison of the proposed building massing against potential building massing under C-3A zoning and guidelines in terms of impacts on views, shadows, livability, response to public realm and overall built form “fit” within the neighbouring context.

C-3A Zoning and Guidelines

The C-3A District Schedule permits a maximum discretionary density of 3.0 FSR, subject to response to the Burrard Slopes C-3A Guidelines and other applicable policies and guidelines. This density may be further increased by a maximum of 10 per cent, without rezoning, through a transfer of heritage floor space from a heritage density bank.

In terms of height, the schedule first specifies an outright height of 9.2 m (30 ft.) which can be increased to an unspecified maximum subject to consideration of applicable guidelines and neighbourhood concerns. The Burrard Slopes C-3A Guidelines deal specifically with the subject area, setting out massing and height guidelines with a recommended height of 30.5 m (100 ft.).

The urban design criteria set out in the zoning and Guidelines have been considered in evaluating the impacts and benefits of the proposed form of development in comparing its building massing with that of a development that would otherwise more closely adhere to the Guidelines.

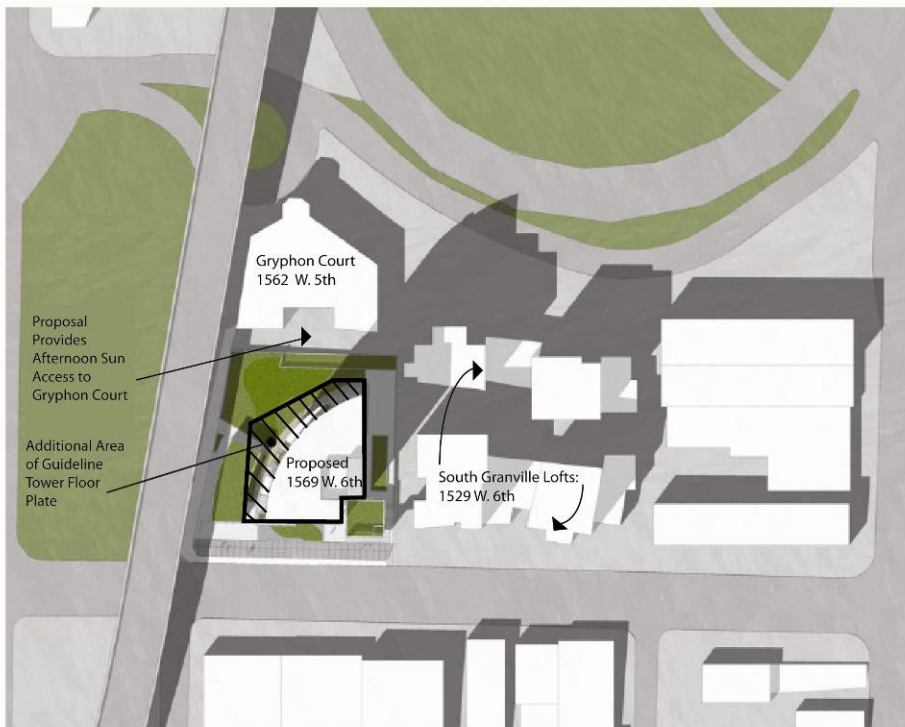
Building Massing, Height and Views

The proposed building massing is a taller, slimmer tower incorporating a curving west face responding to the Fir Street ramp. The resulting exceptionally slim form (61.7 ft. wide) and unusually small floor plate (3,563 sq. ft.) allows the building to be generously set back from the ramp (50 ft. separation), providing greater sun access and outlook particularly for the northerly adjacent 4-storey apartment (1562 West 5th Ave.) than would occur with a Guideline-complying shorter, wider building massing (refer to Figures 5 & 6, page 2 of 10).

Figure 5: Proposed Building Massing Responding to Adjacent Neighbouring Development



Figure 6: Shadows: Equinox 2 pm.



The view analysis prepared by the applicant analyzes the extent of view impact on neighbouring units in seven nearby buildings. In quantitative terms, the extent of intrusion into the horizontal view arc ranges from 2.5 - 5.9% (refer to View Analysis page 4 - 9). Generally, in the Burrard Slopes context, this extent of view blockage from new development is considered relatively modest. In fact, because of the proposed tower's slimness, the extent of view impact for nearby units located below approximately the 9th level is actually less than would result from a wider, guideline-complying massing.

The proposed additional 4 storeys above the guideline recommended height do have some impact on views from upper level neighbouring units that would have otherwise maintained views over top of a guideline-complying proposal. In qualitative terms, the proposed additional tower height, in some cases, partially interrupts the North Shore mountain outline and the Stanley Park view, primarily for existing units that are located at or above the prevailing building height in the area. While this extent of view blockage is acknowledged, it must be noted that private views that occur through underdeveloped sites, as is the case here, may well be impacted when those sites redevelop even under existing zoning. The Guidelines speak to minimizing neighbouring view impacts through sensitive positioning of building massing. In this context staff consider that the proposal has performed well in minimizing its overall view impact on neighbouring development. Given the proposal's other urban design benefits, as discussed below, staff believes the modest view blockage resulting from the additional height are minimal and are acceptable.

Sun Access and Livability – The proposed tower massing, incorporating an exceptionally small floor plate (3,563 sq. ft. vs. typical 5,000-6,500 sq. ft. in developments under zoning), slim east-west width of 61.7 ft. and curving form allows for improved sun access and outlook for adjacent units to the north in Gryphon Court (1562 West 5th Avenue) through the proposed rear garden area (refer to Figure 5 & 6, page 2 of 10). This tower massing also allows for a comparatively generous landscaped east side yard setback to provide as much separation and outlook as possible from units and the courtyard in the South Granville Lofts (1529 West 6th Avenue) development to the east, achieving a 36 ft. separation between buildings. In summary, staff conclude that the proposal provides a more neighbourly response to immediate adjacent development through its taller, slimmer tower massing than would be achieved by a guideline-complying development under present zoning.

Public Realm – In addition to an active pedestrian-oriented frontage along West 6th Ave. which incorporates active, at-grade uses along with landscaping, the proposal presents a positive interface to the under-bridge area rather than treating this zone as a backwater. The proposed at-grade uses face into this area, providing informal surveillance of a zone which typically can suffer from vandalism and other nuisance activity. The potential for this area to play a more positive role in the public realm is amplified by the proposed response. Overall, the proposal makes a commendable contribution to its adjacent public realm.

View Analysis



1001 - 1530 West 8th Ave

Pintura

Pintura

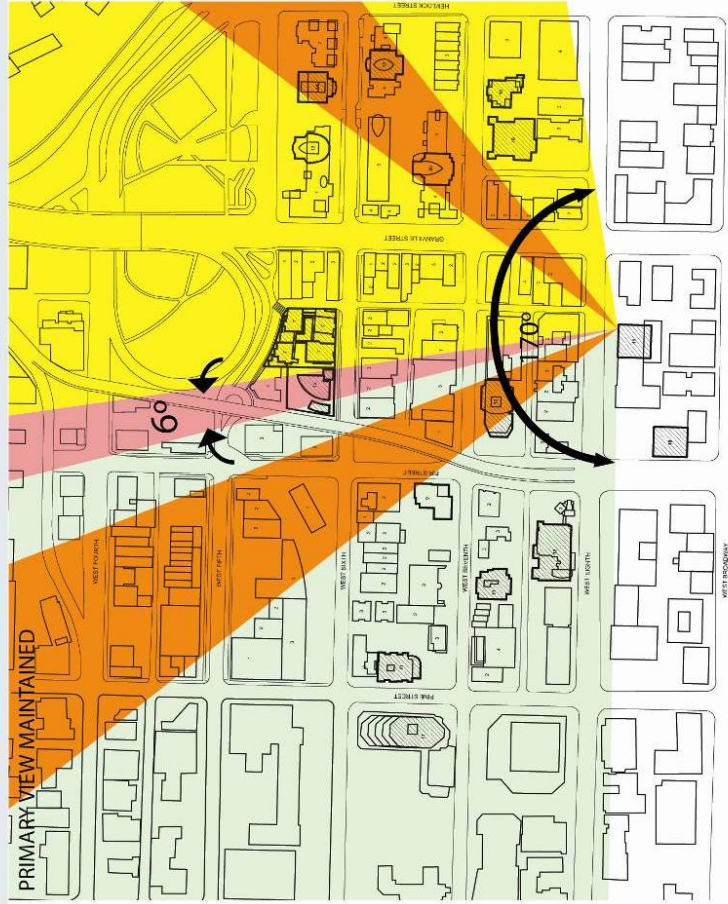
Stories: 11

Primary View Maintained

VIEW BLOCKAGE
Proposal View Blockage: **3.5%**

* View blockage only applies to lower floors

- Primary view angles maintained
- Secondary view angles maintained
- Existing view angles blocked
- View angles blocked



View Analysis



The Manhattan

Stories: 18

VIEW BLOCKAGE 2.4%

View blockage only applies to lower floors



- Primary view angles maintained
- Secondary view angles maintained
- Existing view angles blocked
- View angles blocked



1004 - 1483 West 7th Ave

Verona

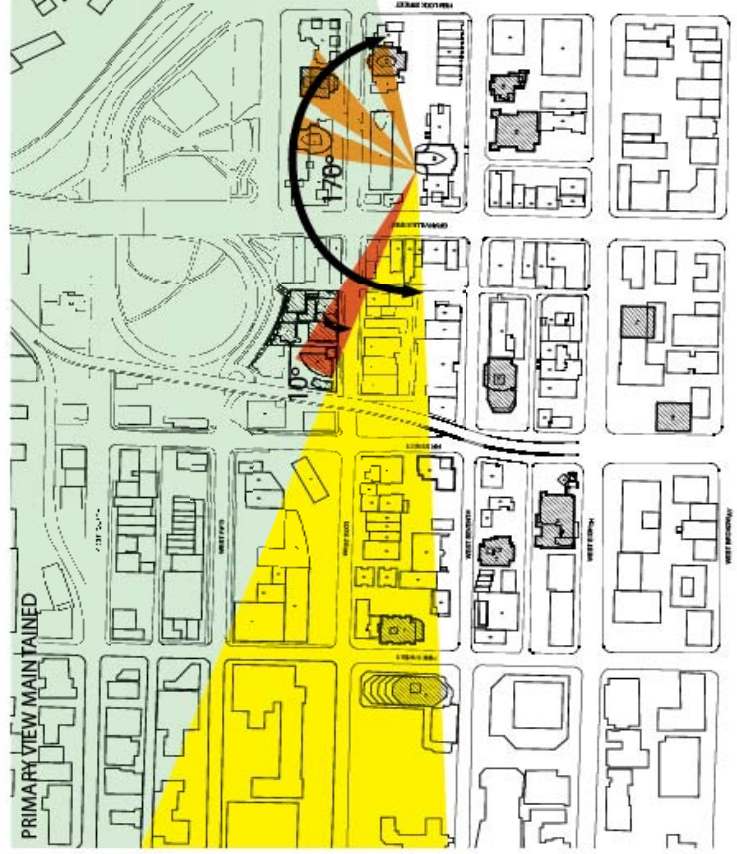
Stories: 20

Primary View Maintained

VIEW BLOCKAGE
Proposal View Blockage: 5.9%

- View blockage only applies to lower floors

	Primary view angles maintained
	Secondary view angles maintained
	Existing view angles blocked
	View angles blocked



View Analysis



Verona of Portico

701 - 1483 West 7th Ave



Verona of Portico

1504 - 1483 West 7th Ave

Built Form "Fit": While the proposed tower height is modestly higher than immediately adjacent newer development, staff contend that it is not out of scale in its overall context of Burrard Slopes. Staff feel that the proposal forms a westerly complement to the two 5th Avenue towers on the east side of the Granville Bridge (Modena and Carrara) on the former Pacific Press site, together framing the two major public open spaces at the south Granville Bridgehead. The proposal's unique curving form and exceptional slimness appropriately mark an entry to the "Uptown" Broadway Corridor for those approaching on the Fir Street ramp (see View from Fir Street Ramp below). From the pedestrians' perspective, the active street-fronting uses and well articulated tower architecture contribute positively to the 6th Avenue streetscape. Overall, staff consider the proposal to be an appropriate resolution of its building massing and a fitting built form addition at this prominent location.

Conclusion: In conclusion, staff believe that the proposal has been satisfactorily accommodated within a form of development that minimizes impacts on neighbouring developments and contributes positively to the area's built environment and urban design.

View of Proposal From Fir Street Ramp



Sustainability Features



1569 West 6th Avenue
ADDITIONAL INFORMATION

1. Urban Design Panel

The Urban Design Panel reviewed this proposal on January 13, 2010, and supported (5-0) the proposed use, density and form of development.

Introduction: Karen Hoese, Rezoning Planner introduced the proposal for the site located in the Burrard Slopes area on West 6th Avenue directly adjacent to the Fir Street off-ramp. The site is being rezoned from C-3A to CD-1 to allow an increase in the density beyond that permitted under the current zoning. A FSR of 3.0 is permitted in C-3A and with a Heritage Bonus Transfer of 10% the density could be increased up to 3.3 FSR. The outright height of 30 feet is permitted which can be relaxed by the Development Permit Board. The Burrard Slopes Guidelines recommend a maximum height of 100 feet. The proposal is for a 15-storey residential tower with 50 units with a mix of 1 to 3 bedrooms, ranging in size from 524 square feet to 1482 square feet. Three retail units are proposed at grade with one unit on the east side of the building and two in a stand-alone building on the west side of the site. An indoor and outdoor amenity space is also proposed at grade. The proposal calls for two levels of underground parking with 60 parking spaces and one Class B loading space accessed through the underground parking of the adjacent site. A minimum of LEED® Silver is also proposed.

Dale Morgan, Development Planner, further described the proposal. The reason the site is being rezoned is because the height and density exceeds what is allowed under the current zoning. The height projects above the recommended maximum of 100 feet. The Development Permit Board has approved heights beyond 100 feet in the past in C3-A zones. There will be a fifteen and a twenty storey structure on the site. Mr. Morgan described the context for the area and he also described the guidelines regarding the bridge deck noting that the intent is to preserve views towards the north shore. By going higher, the distance is increased between the building and the bridge deck. The guidelines also talk about building separation. The guidelines suggest that buildings over seventy feet in height have a minimum distance to the property line of forty-one feet and eighty-two feet between buildings. Mr. Morgan then described the shadowing analysis.

Advice from the Panel on this application is sought on the following:

- The proposed height exceeds the recommended Guideline height of 100 feet. Is the height supportable?
- Is the Form of Development supportable?
- Is the adjacency and separation between the buildings supportable?

Ms. Hoese and Mr. Morgan took questions from the Panel.

Applicant's Introductory Comments: Gregory Henriquez, Architect, further described the proposal, noting that they have increased the distance in the gap between the two buildings and they have opened up the view from the windows on the south facing façade. He stated that they have worked hard to preserve the relationship between the neighbours and have created a more elegant relationship to the bridge deck and as well have created some open space.

Jennifer Stamp, Landscape Architect, described the landscape plans noting that the entire ground floor is open and is meant to be a visual amenity. They have tried to buffer the impact of the off ramp and have created a contemplative garden that will be outside the yoga studio. Green roofs are proposed on some of the lower roofs on the retail.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Consider developing the design strategy to respond to different potential uses and designs (including possible non park uses) for the area under the bridge; and
- Design development to the public realm to attract pedestrian traffic, including consideration of more retail.

Related Commentary: The Panel supported the proposal and thought it would be a strong addition to a transitional neighbourhood.

The Panel thought it was a well done project and would look good coming off the bridge onto Fir Street. They thought it was a nicely proportioned building and that the proposal would not have a negative impact on the park. The Panel supported the height and density and as well the form of development. Several Panel members noted that they couldn't rationalize a shorter, fatter building on the site as they felt the height of the proposal fitted into the neighbourhood. They also didn't see any reason that the project couldn't go to 3.7 FSR. The Panel didn't have any concerns with the adjacency to the building next door and thought enough attention had been paid to views from the suites to the north shore. The Panel also supported the shared driveway with the adjacent building so that there wasn't another curve cut in the sidewalk.

The Panel thought the proposal had a good response to the off-ramp with several Panel members suggesting the area under the bridge could be developed as it would help the relationship between that area and the site. The Panel supported the landscape plans however there were some concerns with the viability of the retail studios given the distance from the pedestrian linkage and encouraged the applicant team find a way to engage the pedestrians.

Applicant's Response: Mr. Henriquez stated that he agreed with the Panel's comments.

2. Public Consultation Summary

Public Notification and Open House – A rezoning information sign was installed on the site on January 7, 2010. A notification letter and invitation to a public information open house, dated January 6, 2010 was mailed to 1,198 surrounding property owners. The public meeting was held on January 21, 2010, at the Granville Island Hotel with staff and the applicant team in attendance. Approximately 83 people attended. The City of Vancouver Rezoning Centre webpage provided notification and application information, as well as an on-line comment form.

Public Response—Public responses to this proposal have been submitted to the city as follows, noting that staff have not cross-referenced names in order to ensure that duplicate responses have not been provided:

- 59 comment sheets were submitted in response to the November 2009 public information meeting with 47 opposed, 10 in favour and 2 uncertain responses.
- 98 letters and emails from individual households providing comments with 93 opposed and 5 in favour.
- Two petitions, with a total of 106 signatures opposing the development.

Concerns expressed by those opposing the application are summarized below:

Height — Many respondents felt that the proposed tower is of an inappropriate height and out of scale in the context of an area of mostly low-rise buildings and that the development should be more consistent with its surroundings. Some people believed that the maximum height limit in this area is three storeys and saw the proposal as a significant increase in the height restrictions. There were suggestions regarding appropriate height that ranged from five to eleven storeys, or up to a height of up to 100 feet as recommended by the area guidelines. The proposed height was seen to be an unacceptable example of “height creep” and it was felt that the proposal does not appropriately maintain the slope of buildings from Broadway down to False Creek.

Views — It was felt that the skyline would be changed significantly with the introduction of the proposed building, and that it would start a trend of building a ‘wall’ of buildings which will have a negative impact on views from adjacent buildings. Many felt that they had paid for their views and that their existing private views should be protected. Residents from the taller buildings in the area, as well as the building immediately to the east, indicated that the proposed building will lead to a loss of views or will interfere with their current views in a substantial way, particularly towards the downtown, the mountains, English Bay and Stanley Park, as well as views of the annual fireworks. Property owners felt that this view loss would impact their property values.

Shadowing — There were concerns that the proposed building would result in a loss of sunlight for the neighbouring buildings, impacting the quality of life of those residents and effecting property values. Residents of 1529 West 6th (east of the proposed building) expressed concerns that building would shadow their courtyard with its planters and vegetation, and their west-facing balconies. Residents of 1562 West 5th (north of the proposed building) expressed concerns regarding shadowing of their eight south-facing balconies and kitchen/living areas, their courtyard, and six private roof decks. There were also concerns expressed by residents of 1450 West 6th and 1483 West 7th (east of Granville Street) of shadowing, sun blockage and loss of late afternoon light.

Privacy — There is concern by neighbouring residents that the tower would create over-look issues, for both indoor and outdoor spaces, reducing the ability to have peaceful and private enjoyment of their property. Concerns were expressed by residents of 1562 West 5th that the proposed building’s balconies and outdoor amenity area are 25 feet from the property line and immediately adjacent to the south side of their building which has 12 bedrooms. Residents of 1529 West 6th expressed concern that there is no proposed screening to maintain privacy and that the set back is minimal on the east side of the proposed development.

Parking – Some felt that inadequate parking was being provided by the development and that this would create critical parking problems in an area where there is already a parking problem. With regard to parking access, residents of 1529 West 6th expressed concerns about the existing easement connecting their parking garage with that of the proposed building at 1569 West 6th. It was felt that there would be too much traffic going through their parkade. There were also concerns that this would lead to an increased risk of property damage and break-ins, and increased risk of collision with each entry and exit to the building.

Traffic – It was noted that this is already a very busy area and concerns were expressed that having more people or businesses move into the neighbourhood would result in increased traffic, congestion, accidents, and noise. There were also concerns about increased traffic in the north/south lane west of Granville Street, resulting from vehicles accessing the underground parking through this lane. It was noted that the lane is used for commercial access and loading, as a garage entrance for 1529 West 6th, and as a pedestrian thoroughfare, and was described as a bottleneck for both commercial vehicles and pedestrians. Business owners were concerned about impacts on their businesses with regard to deliveries. There were also concerns about the increased risk to pedestrians who use the laneway as a direct link between the bus stop on 5th Avenue and Granville Street. It was generally felt that an additional 60 cars using the lane was untenable.

Public Benefit – There were concerns that the increase in population represented an impact on existing community facilities the neighbourhood. It was suggested that the community derived no real benefit from the increased density and that they would like to see an amenity contribution for more park space, a community facility, or that the development should have a component of subsidized housing. Some thought it was inappropriate to transfer density from another community.

Other comments cited in opposition were that:

- the project would set a precedent for future development in the area;
- the character of the proposed building does not fit in with neighbourhood and will affect the overall appearance of the surrounding area;
- lot is too small to accommodate a building of this height;
- the building is too close to the bridge off-ramp and will be a distraction to cars;
- additional retail uses not required as the area is already well serviced by retail properties;
- would prefer to see more retail on ground floor meeting daily needs of the neighbourhood;
- location of the garbage and recycling for the proposed development as access to is obtained through the neighbouring property;
- location of parking ventilation and retail structure which is less than 1 m from the east property line; and
- construction noise and dust.

Comments received from those in support of the application are summarized below:

Density – Some respondents felt that the area can comfortably accommodate this scale of building, and that the height and density proposed are reasonable and appropriate particularly given the Verona and Manhattan buildings further up hill. It was commented that more density is good and will make Vancouver a more “urban” space.

Other comments cited in support of the proposal were that:

- support increased density to decrease the density bank;
- nice that building will be built higher with more green space around it;
- the building is very attractive/aesthetically pleasing;
- disagree that the development will result (at 1529 West 6th) in shading of our courtyard, impact privacy in an open courtyard concept building, or impact non-existent vegetation in an already shaded courtyard; and
- support as it will bring more commercial business to the neighbourhood.

3. Comments – General Manager of Engineering Services

Engineering Services reviewed the application and, in a memo dated February 16, 2010, the Project Engineer stated that Engineering Services has no objection to the proposed rezoning provided that specific conditions are met. In the memo, a number of rezoning conditions were listed for inclusion in the staff report (see Appendix B, conditions (b) 20-35 and (c) 1-5).

4. Comments – Processing Centre Building and Fire Comments

The Building Processing Centre provided the following comments on June 4, 2010.

“This is a cursory review in order to identify issues which do not comply with 2007 Vancouver Building By-law.

- (a) Parking Levels: Handicap door clearances for access into bicycle storage areas, and from the elevator to these rooms.
- (b) P1: A second exit is required from the Retail Parking area (e.g., legal agreement with the neighbour).
- (c) P1: Closures, or an Alternative Solution and indemnity legal agreement, for the opening in the parkade wall at the property line.
- (d) Ground: To obtain adequate separation of exits, it appears one of the exits will discharge across the Common Plaza of the neighbour building. This will need a legal agreement.
- (e) Above grade floors: The door in the corridor will need handicap door clearances.

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.”

5. Comments – Social Infrastructure

Social Infrastructure reviewed this rezoning application and provided the following comments on December 14, 2010.

Play Areas And Amenity Rooms: The proposed 15 storey tower includes 26 units with two or more bedrooms (54% of total units) which may be suitable for families with children. The High Density Housing for Families with Children Guidelines are therefore applicable.

A multi-purpose amenity room is proposed at the ground level, with an outdoor amenity terrace adjacent. Design development is needed to add a kitchenette and accessible washroom to the amenity room.

The current plans do not include any children's play area. Design development is needed to add a secure children's play area with soft/resilient surfaces, which provide opportunities for creative play in a location which maximizes surveillance from the indoor amenity area.

Urban Agriculture: The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The Urban Agriculture Guidelines for the Private Realm encourage edible landscaping and shared gardening opportunities on private land. No opportunities for urban agriculture or edible landscaping are identified in current plans.

Design development is needed to include an urban agriculture/edible landscaping component designed to benefit from on-site composting and rainwater collection systems, and with the necessary infrastructure, such as tool storage, hosebibs and potting benches to support gardening).

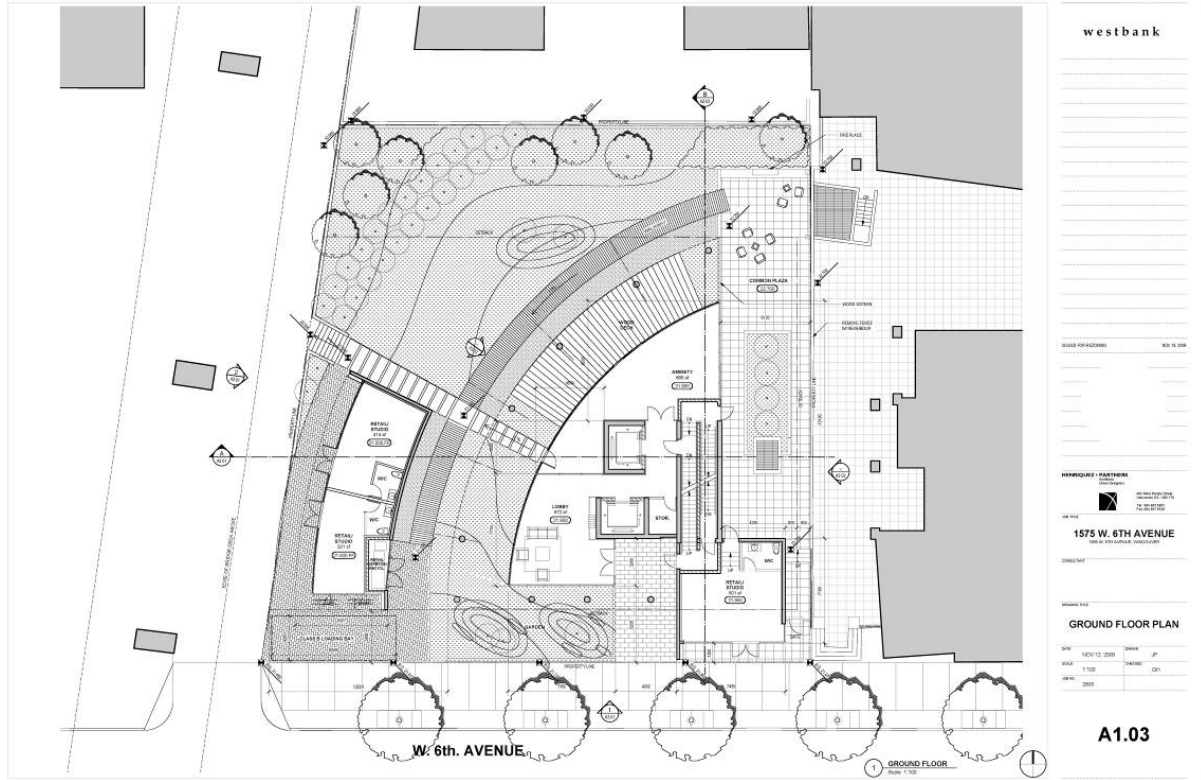
Rezoning design development conditions addressing the above are included in Appendix B, conditions (b) 17-19.

6. Comments of the Applicant

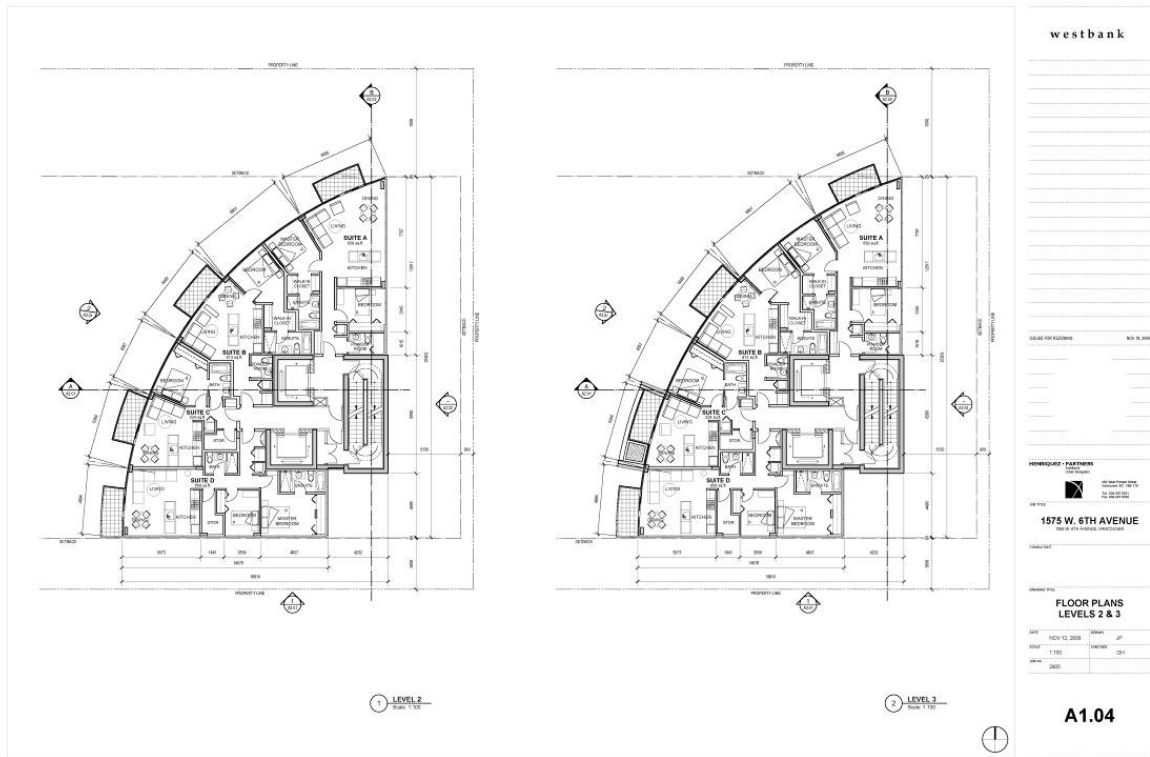
The applicant was provided with a draft copy of this report on September 10, 2010, and has indicated that they are generally in support of the report and concur with the staff recommendations.

* * * * *

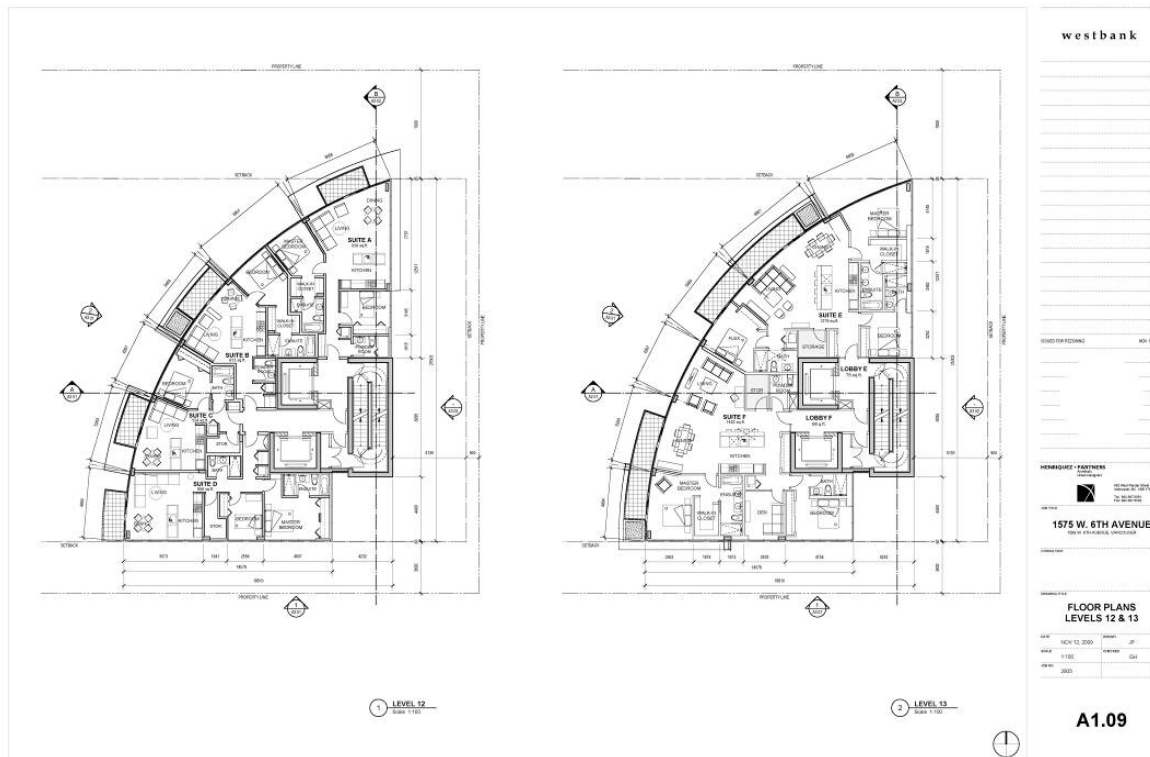
1569 West 6th Avenue
FORM OF DEVELOPMENT



GROUND FLOOR PLAN



TYPICAL FLOOR PLAN (LEVELS 2 & 3)



TYPICAL FLOOR PLAN (LEVELS 12 & 13)

6TH & FIR 5.11 BUILDING FORM

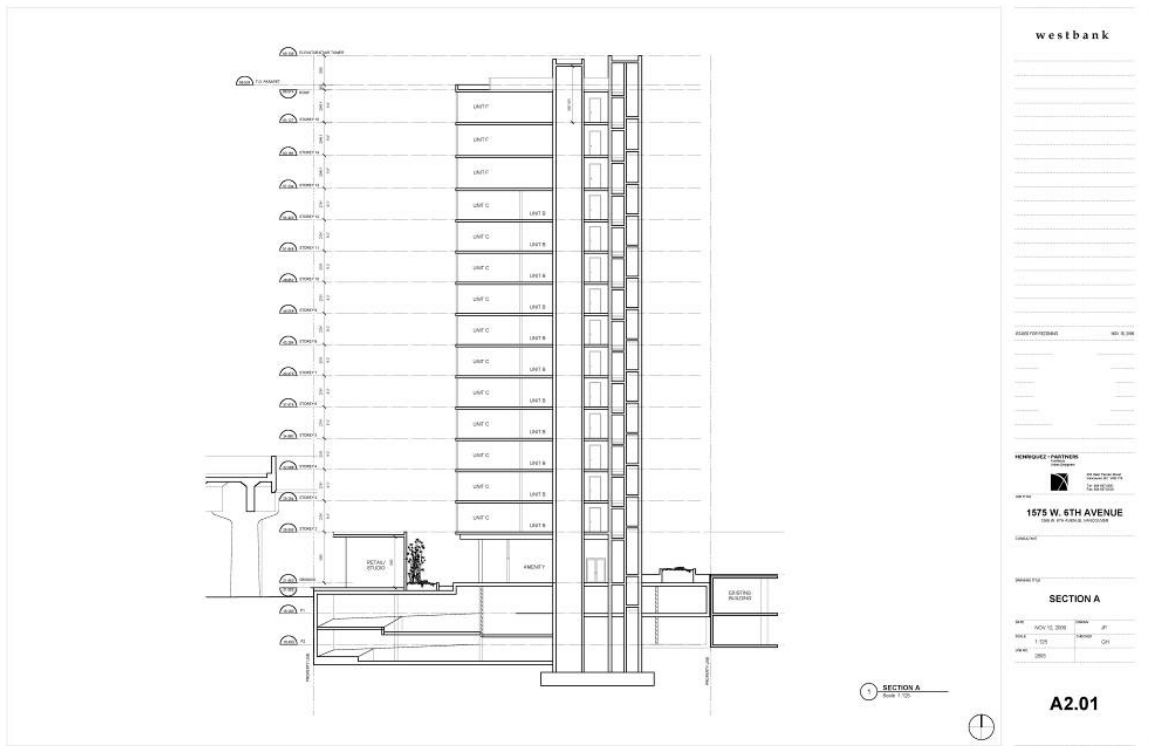


westbank HENRIQUEZ PARTNERS 59
EAST & NORTH ELEVATIONS

5.11 BUILDING FORM



WEST & SOUTH ELEVATIONS



westbank

DATE FOR PROCEEDING: MAY 6, 2008

HERRING & PARTNER
ARCHITECTS
1575 W. 6TH AVENUE
SUITE 200
DENVER, CO 80202

PROJECT: 1575 W. 6TH AVENUE

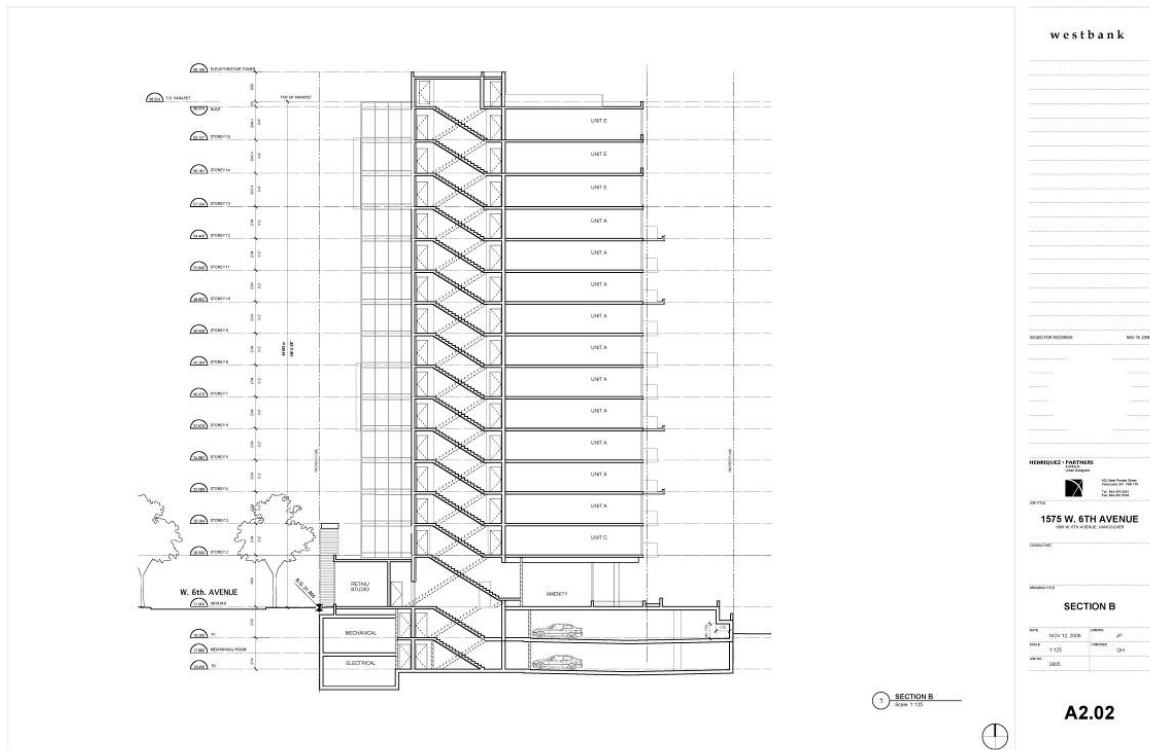
DATE: 11/15/07

SCALE: 1/8\"/>

SECTION A

DATE: NOV 15, 2007
SCALE: 1/8\"/>

A2.01



westbank

DATE FOR PROCEEDING: MAY 19, 2008

HERRING & PARTNER
ARCHITECTS
1575 W. 6TH AVENUE
SUITE 200
DENVER, CO 80202

PROJECT: 1575 W. 6TH AVENUE

DATE: 11/15/07

SCALE: 1/8\"/>

SECTION B

DATE: NOV 15, 2007
SCALE: 1/8\"/>

A2.02

BUILDING SECTIONS

1569 West 6th Avenue
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	1569 West 6th Avenue
Legal Description	Lot J, DL 526, Plan LMP 53747, PID: 025-410-768
Applicant/Architect	Henriquez Partners Architects
Property Owner/Developer	Westbank Projects and Peterson Investment Group

SITE STATISTICS

SITE AREA	1278.0 m ² (13,756.28 sq. ft.)
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DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different than proposed)
ZONING	C-3A	CD-1	
USES	Residential Commercial Artist Studio	Residential Commercial Artist Studio	
DWELLING UNITS		50	
FLOOR SPACE RATIO & FLOOR AREA	3.0 FSR: 3 834.0 m ² (41,269 sq. ft.) With 10% transfer of density: - 3.3 FSR - 4 217.4 m ² (45,396 sq. ft.) Single-site covenant restricts site a maximum of: - 1.86 FSR - 2 377.1 m ² (25,587 sq. ft.)	4.95 FSR 6 326 m ² (68,096 sq. ft.) Allocated as follows: 1569 West 6th Avenue - 3.75 FSR - 4 793 m ² (51,558 sq. ft.) To satisfy single-site covenant with 1529 W 6 th Ave) - 1.20 FSR - 1 532.6 m ² (16,497 sq. ft.)	
MAXIMUM HEIGHT	Outright 9.2 m (30 ft.) No maximum conditional height; area guidelines recommend 30.5 m (100 ft.)	46.7 m (153.2 ft.)	
MAX. NO. OF STOREYS		15	
PARKING SPACES	Minimum 46 parking spaces	60	
LOADING SPACES	1 Class B	1 Class B	2 Class A