



P4

POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: May 22, 2012
Contact: Kent Munro
Contact No.: 604.873.7135
RTS No.: 9604
VanRIMS No.: 08-2000-20
Meeting Date: June 12, 2012

TO: Vancouver City Council

FROM: Director of Planning

SUBJECT: CD-1 Rezoning and Development Permit: 1388 Continental Street
(formerly 725 Neon Street and 1349 Granville Street)

RECOMMENDATION

- A. THAT the application by Cressey Drake Holdings Ltd, to rezone 1388 Continental Street (P.I.D. 009-655-883 - Lot C Block 112, District Lot 541, Plan 9442) from DD (Downtown District) to CD-1 (Comprehensive Development), to permit a 10-storey mixed-use commercial and residential building with 89 residential units secured as affordable market rental under the Short Term Incentives for Rental (STIR) Program, be referred to a Public Hearing, together with:
- (i) plans prepared by IBI/HB Architects, received January 16, 2012;
 - (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 the Sign By-law to establish regulations for this CD-1 and to include this CD-1 in Schedule E of the Sign By-law, generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Sign By-law generally as set out in Appendix C for consideration at the Public Hearing.

- C. THAT, subject to enactment of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1 in Schedule A, generally as set out in Appendix C;

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

- D. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended generally as set out in Appendix C;

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

- E. THAT Council approve in principle a Housing Agreement pursuant to the Short Term Incentives for Rental (STIR) Program securing all 89 residential units as rental for the life of the building or 60 years, whichever is longer, including no separate sales and a no stratification covenants in respect of such units and such other terms and conditions as are more particularly described in the body of this Report and are to the satisfaction of the Director of Legal Services and Managing Director of Social Development;

FURTHER THAT the Director of Legal Services be instructed to bring forward a by-law pursuant to Section 565.2 of the Vancouver Charter to authorize such Housing Agreement, and after enactment of the Housing Agreement by-law, to execute and register the Housing Agreement.

- F. THAT Recommendations A, B, C, D and E be adopted on the following conditions:
- (i) THAT the passage of the above resolution creates no legal rights for the applicant or any other person, or obligation on the part of the City and 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 by-law and that 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.

REPORT SUMMARY

This report assesses an application to rezone a site at 1388 Continental Street from DD (Downtown District) to CD-1 (Comprehensive Development) to permit the development of a 10-storey apartment building with commercial floor space on the ground floor. All 89 residential units are affordable market rental units and have been applied for under the Short Term Incentives for Rental (STIR) Program. The STIR application was received in December 2010 while the STIR Program was in effect.

The proposed rezoning, if approved, would increase the maximum residential density from a floor space ratio (FSR) of 3.0 to 6.69 FSR and the total maximum density from 5.0 FSR to 6.99 FSR. The maximum height would increase from the current limit of 21.34 m (70 ft.) to 30.0 m (98.4 ft.). The applicant is offering to secure all of the dwelling units as market rental housing for 60 years or the life of the building, whichever is greater, as a housing benefit under the STIR Program.

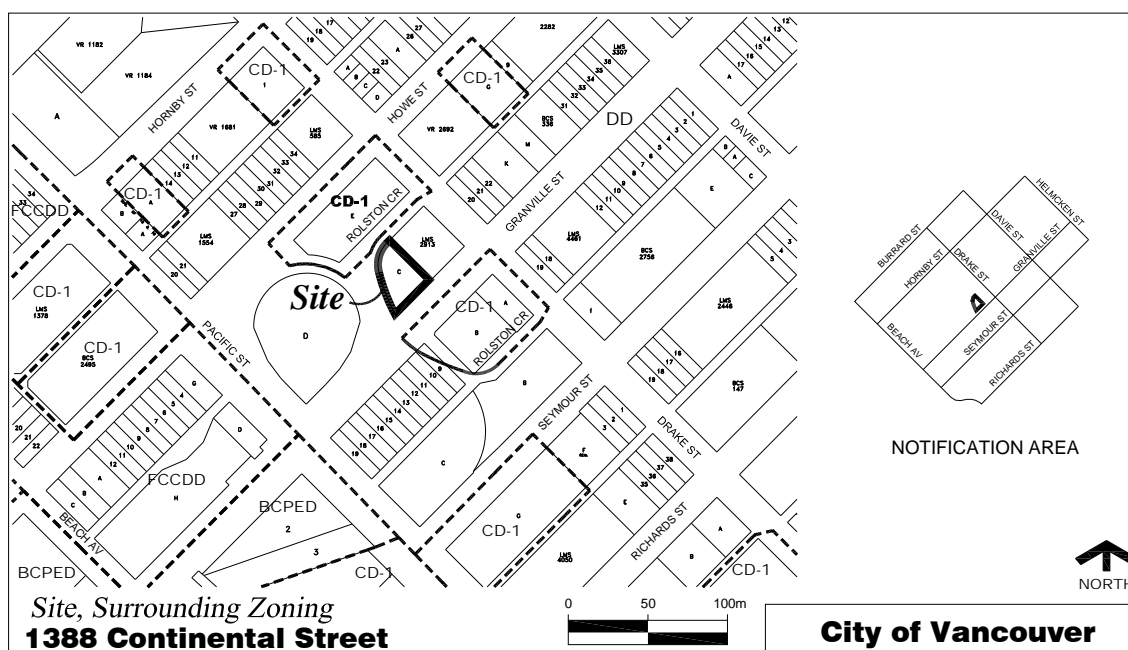
Staff have reviewed the application, concluded that the proposal is supported by existing policies, particularly those which encourage the provision of affordable rental housing and the redevelopment of the Granville Loops area and recommend that the application be approved with the conditions set out in Appendix B, subject to a Public Hearing.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- Housing and Homelessness Strategy 2012-2021 (July 29, 2011)
- Community Amenity Contributions - Through Rezoning (amended 2011)
- Downtown Official Development Plan (DODP) - Sub-area C4 (amended December 2010)
- Granville Loops Policy Plan (October, 2010)
- Green Rezoning Process (July 22, 2010)
- Short Term Incentives for Rental Housing (STIR) Program (June 18, 2009)
- Downtown Transportation Plan (2002)
- Guidelines for New Development Adjacent to Hotels and Rooming Houses (With Windows or Lightwells Near Interior Property Lines) (July 27, 1982)

Figure 1 - Site and Surrounding Zoning - 1388 Continental Street



REPORT

Background/Context *

In 2010 Council adopted the Granville Loops Policy Plan to guide the redevelopment of the area currently occupied by the circular on and off ramps of the Granville Bridge on the north side of false Creek. The development of this site is consistent with the goals and policies of that Plan.

On June 18, 2009, Council adopted the Short-Term Incentives for Rental Housing (STIR) program. STIR is a time-limited program to provide a strategic set of incentives to encourage and facilitate the development of new affordable residential market rental units throughout the City. By encouraging the development of rental housing across the city, the STIR program aligns with Council's priorities to encourage the continued building of strong, safe and inclusive communities.

Applications such as this can help to meet the goals of the 2011 Housing and Homelessness Strategy which contains strategic directions to increase the supply of affordable housing and encourage a housing mix across all neighbourhoods that enhances quality of life. The 3-Year Action Plan (2012-2014) identifies priority actions to achieve some of the Strategy's goals. The priority actions that relate to this application are to use regulatory tools to encourage a variety of housing types and tenures that meet the needs of diverse households.

Strategic Analysis

Site and Context

The rezoning site, illustrated in Figure 1 above, is an irregularly shaped site on the west side of Granville Street south of Drake Street immediately north of the circular on-ramp to the southbound Granville Bridge. It has recently been used as a parking lot and is currently being used as a residential sales centre. Adjacent development includes residential, retail, and office uses as follows:

- North: Best Western Hotel
- West: 41-storey residential building under construction
- South: Southbound circular on-ramp to the Granville Bridge and future development area
- East: Mixed commercial and residential development on the east side of Granville Street, including the Yale Hotel and an approved 22-storey residential apartment building called "The Rolston".

STIR Application Processing

This application is being processed with concurrent Rezoning and Development Permit applications to provide an expedited process, as is permitted under the STIR Program.

Land Use and Density

The application proposes commercial uses on the first floor, and rental residential uses for the remainder of the building, all of which are currently permitted under the existing Official Development Plan (ODP) for the Downtown District. The application proposes an increase in residential density from 3.0 FSR to 6.69 FSR and in overall density from 5.0 FSR to 6.99 FSR.

The Policies and Guidelines of the Granville Loops Policy Plan (the “Plan”) are intended to guide the redesign of the street system, reconfiguration of land parcels and redevelopment of the Granville Loops area in order to optimize land use and development potential in the area. The Plan encourages redevelopment to residential uses at densities that are comparable with the overall density envisioned under existing zoning. The Plan allows for new development to occur prior to the new road scheme being constructed and as the “loops” are gradually removed.

The current zoning for this site allows a wide range of uses, but limits residential use to 3.0 FSR within the total maximum of 5.0 FSR. The Plan sets massing guidelines for increasing residential density above 3.0 FSR. Commercial uses are required on Granville Street and these have been included in the applicant’s proposal.

The building massing in the Plan would create a “valley gateway” with lower buildings on the Granville-fronting sites with higher towers on the Howe and Seymour edges of the area. This responds to the adopted planning direction for Granville Street further north, which is to ensure that the Granville corridor retains its distinctive mid-rise scale and to recognize Granville Street as the historical high street of Vancouver and its major entertainment district.

Figure 2 - Granville Loops Gateway from Granville Bridge – looking North



Height and Form of Development (Note Plans in Appendix D)

The application proposes a 10-storey building with 89 residential units (unstratified) and commercial units at street level. The maximum height would increase from the current limit of 21.34 m (70 ft.) to 30.0 m (98.4 ft.). Parking is proposed below grade with access from the lane. Staff have evaluated the proposed form of development, including any urban design impacts of the building massing contemplated under the Granville Loops Policy Plan.

The site is within the area on Granville Street where lower buildings are to be located. While the Plan sets 21.24 m (70 ft.) as the maximum height for development on this site, it also anticipates heights similar to those permitted further north on Granville where building heights are about 27.43 m (90 ft.). In addition, the policy allows for some flexibility in the maximum heights to a modest extent where significant improvement in building form is a result.

Urban Design – The form of development meets the recommended massing and architectural character anticipated within the Granville Loops Policy Plan. The building provides for a continuous street wall and the ground-level commercial satisfies the zoning requirements in terms of use and pedestrian interest. The first storey aligns well with adjacent buildings and the Granville streetscape in general.

The proposal provides a strong streetwall character facing Granville Street and along its other frontages and it appropriately transitions in height and character along its southerly and westerly frontages. The proposed height along Granville Street is slightly higher at 93.4 ft. (98.4 ft. at the top of the parapet) (90 ft. maximum recommended) at its northerly corner and this modest increase is supportable within this context. The height of the building transitions down to 77.3 ft. along its Continental Street frontage (see Figure 3 and the South Elevation drawing on page 2 of Appendix D).

Staff have concluded that the overall character of the building creates an appropriate relationship to both existing and future development on Granville Street.

Livability – Section 10.21 of the Zoning and Development By-law requires a minimum floor area of a dwelling unit to be 37 m² (398 sq. ft.), although a lesser floor area to a minimum of 29.7 m² (320 sq. ft.) may be considered subject to the design, location, and occupancy of the units. This application includes market rental housing and the units meet or exceed the 29.7 m² (398 sq. ft.) in size, except for two that are slightly below at 33.5 m² (361 sq. ft.). This central city location is considered appropriate for smaller units, as individuals can rely on cultural, recreational, shopping and other amenities in the community to complement their personal living space. The detailed layout of units has been carefully considered and designed in terms of liveability. An amenity area, providing outdoor space, is located on the rooftop overlooking Continental Street. Staff have concluded that an acceptable level of livability has been provided.

Neighbourliness – The adjacent eleven-storey Best Western Hotel building at 718 Drake Street has hotel rooms with south-facing windows, set back 4 m (13 ft.) from the interior property line. Three of the hotel rooms per floor will face the proposed development, one of which is limited to a southerly-only view aspect. The other two hotel rooms have opportunity for views out to Granville Street or Continental Street. City guidelines also provide direction for new development adjacent to hotel buildings that have windows or light-wells near interior property lines. The objective is to ensure that the livability of such units is maintained, primarily with regard to ventilation and natural daylight. The proposed development achieves an improvement beyond the recommended standards in these guidelines (See pp. 4 and 5 of Appendix D). To address the building's neighbourliness and interface, particularly as it relates to the adjacent Best Western Hotel, the proposal incorporates an interior setback of 3.35 m (11 ft.). When combined with the existing setback of the hotel rooms from their own property line, an overall separation of 7.32 m (24 ft.) between the two buildings is achieved.

To address the views of the hotel rooms, particularly at the upper floor levels, the upper massing of the proposed building along the Continental frontage has been lowered, and a landscaped roof treatment is recommended for an improved overlook for the upper three floors of the hotel. The proposal has oriented residential living spaces and windows away from the hotel rooms. Furthermore, to improve the overall building character and visual interest, the proposal incorporates glass in the façade so that circulation activities around the elevator and stairs within the building are revealed.

Public Realm and Landscaping - Cressey Drake Holdings Ltd. does not wish to purchase the area labeled on Figure 3 as "Surplus Road Area Available For Purchase 73 sq. m.". As such it will be retained by the City and developed as a parkette. The applicant would be required to make a cash contribution to the City in the amount required to construct the final parkette features which will include concrete pavement, boulevard, trees and landscaping where space permits, seating for the public and lighting. (see condition in Appendix B item (c) 3.2)

To address the significant grade change between Granville Street and Neon and Continental Streets, the proposal has incorporated an interim pedestrian stair connection along the Neon Street frontage. When the Granville loops are removed at some future date and the new street system is built, this interim stair will no longer be required and a typical sidewalk condition will be installed along Neon to connect Granville Street to Continental Street. (See conditions in Appendix B item (b) 12 and item (c) 2).

Parking Loading and Circulation

Development of this site requires the dedication of two areas of land to permit the final road configuration for Neon Street and its intersection with Granville Street. The land areas required to be dedicated are shown on Figure 3 below, and their dedication to the City is a condition of approval. (Appendix B, item (c) 1.)

Figure 3 Road Dedication Plan



The area shown as Neon Street currently passes below the Granville Bridge. This is an interim condition until all land is acquired and re-alignment of the street can occur. The applicant must construct a temporary walkway and stair over the land to be dedicated to the City to give access from the southern exit of the building to Neon Street. An encroachment agreement would be required and is a condition of rezoning. This stair and ramp will remain until the final road and sidewalk improvements are completed. In its final alignment Neon Street will rise up from Continental Street and intersect with the Granville Bridge.

The amount of parking required by the Parking By-law for STIR projects can be met by the proposed development. A nominal total of 39 spaces is required (two for commercial, 37 for residential) and a parking equivalent of 42 spaces can be met in the 26 physical parking spaces shown in the applicant's plans as follows:

- 8 spaces, based on 4 handicapped parking spaces with the 2:1 bonus for handicapped spaces
- 15 spaces, based on 3 car shared spaces calculated a 5:1 ratio
- 19 parking spaces
- 42 spaces Total (from 26 physical spaces)

Sustainability

At the date this application was made (December 22, 2010), Council's Rezoning Policy for Greener Buildings required that all rezonings meet a minimum equivalent of LEED® Gold or equivalent, with a minimum of 63 points including six optimize energy performance points, one water efficiency point and one stormwater point. The applicant is required to register the project with the Canada Green Building Council (CaGBC). A recommended condition of rezoning requires that these policy goals are met and that the green design is shown on the drawings at the development permit stage (see Appendix B, item (b) 8).

Environmental Protection staff advise that, based on historical activities on the site, areas of potential environmental concerns include:

- heavy metals, solvents, metalworking fluids associated with the welding operation and sign manufacturing operation
- ground water and soil contamination associated with these operations
- heavy metal contamination in the fill material, and
- soil vapour assessment has not been performed and may be required by the Ministry of Environment.

A legal agreement will be required to address the above concerns as they relate to on-site and/or off-site contamination as a condition of rezoning. (see Appendix B(c) items (6), (7) and (8)).

The Downtown Transportation Plan prioritizes 'pedestrians first', and recognizes that pedestrian travel is important to the economic vitality and liveability of the downtown. The creation of affordable rental housing within walking distance of downtown jobs is consistent with the City's economic development, sustainability and transportation goals. Reducing the need for automobile ownership and use contributes to the affordability of living in Vancouver, contributes to environmental sustainability by improving air quality, and reduces demand for the creation of new expensive transportation infrastructure to serve residents. In addition, creating housing which permits and promotes more pedestrian use improves the quality of life because it enhances the role of the street as a part of the neighbourhood as a place for activity, socializing and commerce.

Rental Housing and the STIR Program

STIR Policy: On June 18, 2009, Council adopted the Short-Term Incentives for Rental Housing (STIR) program. STIR is a time-limited program to provide a strategic set of incentives to encourage and facilitate the development of new affordable residential market rental units throughout the City. This application was received on December 22, 2010 almost a year prior to the STIR program deadline.

By encouraging the development of rental housing across the city, the STIR program aligns with Council's priorities to encourage the continued building of strong, safe and inclusive communities that are sustainable, affordable, and environmentally sound. Rental housing provides a more affordable housing option for nearly half of Vancouver's population and by stimulating the rental housing market, the STIR program is one of a number of City initiatives to sustain socially, economically and environmentally thriving communities.

The STIR Program has been instrumental in demonstrating that the City, using various regulatory tools, can help increase the building of purpose-built rental stock. In the preliminary report to Council on March 27, 2012, staff showed the results of the 2.5 year program which demonstrated a 270% increase in the annual number of rental units being approved in the period from 2006-2010.

Housing Policy: The addition of rental housing in this area supports the City’s economic goals by locating affordable housing options for employees in close proximity to the approximately 170,000 jobs in the downtown. This makes the addition of rental housing in the downtown area a key element of the City’s sustainability objectives.

On July 29, 2011 Council endorsed the Housing and Homelessness Strategy 2012-2021 which includes a strategic direction to increase the supply of affordable housing as well as a strategic direction to encourage a housing mix across all neighbourhoods in the city. The Strategy’s Action Plan 2012-2014 identifies priority actions to achieve some of its goals. The priority actions that relate to this application are to refine and develop new zoning approaches, development tools and rental incentives to continue the achievement of secure purpose built rental housing; and to use financial and regulatory tools to encourage a variety of housing types and tenures that meet the needs of diverse households.

The Housing and Homelessness Strategy sets rental housing targets which are aimed at enhancing access to affordable housing in the city (see Figure 4). The STIR program has played a critical role in enhancing, for the first time in decades, the building of purpose-built market rental housing, which is inherently more affordable than home ownership. City data indicates that the average income of a renter is \$34,000 whereas that of a home owner is \$66,000.

Figure 4 Rental Housing Targets

	TARGETS		CURRENT PROJECTS				Progress Against 2014 Target
	Long Term (2021)	Near Term (2014)	In Progress	Under Construction	Completed	Total	
Secured Market Rental Housing Units	5,000	1,500	1,935	347	0	2,282	+782

1. Targets are established in the 2011 City of Vancouver Housing and Homeless Strategy.
2. “In Progress” units are defined as those proposed in rezoning and development applications. This unit count is subject to change, as not all proposed units proceed to approval and development.

STIR Incentives: The applicant has proposed that all 89 housing units in the building be for-profit affordable rental tenure under the STIR program. The public benefit accruing from these units is their contribution to the city’s rental housing stock for the life of the building or 60 years, whichever is greater. This would be secured through a STIR Housing Agreement with the City, and would be subject to the conditions noted in Appendix B.

Under the STIR Program various levels of incentives are provided to stimulate the development of purpose-built rental housing. The incentives represent a mixture of construction cost savings through regulatory relaxations and forgone revenues from DCLs. The applicant is requesting an incentive package consisting of a DCL waiver on all floor space

associated with the 89 affordable market rental units and reduced parking requirements as permitted for STIR projects by the Parking By-law.

Affordability: The development includes studio and one-bedroom units, with unit sizes averaging 426 sq. ft. for studios and 602 sq. ft. for one-bedroom suites. The applicant estimates that the units will rent on average for \$2.50 and \$2.54 per sq. ft. respectively. Staff have reviewed the finishing, unit size and design features for this project in this location, compared them to industry standards of construction and find that the rent levels proposed for this projects are consistent with other projects proposed under the STIR program. Further, staff have compared the estimated rental rates to prevailing market rents in the area. See Figure 5 Comparable Average Market Rents and Ownership Costs (CMHC Data).

Figure 5 Comparable Average Market Rents and Ownership Costs (CMHC Data)

	1388 Continental Proposed Rents	Average Market Rent in Rented Condo Stock - Burrard Peninsula (CMHC)	Average Market Rent in <i>Newer Rental Stock</i> ¹ (CMHC)	Average Market Rent - Downtown (CMHC)	Monthly Costs of Ownership for Average -Priced Unit - Downtown (MLS 2011) ²
Studio	\$1,140	n/a	n/a	\$1,023	\$1,727
1-Bedroom	\$1,530	\$1,494	\$1,511	\$1,194	\$2,115

(1) Newer rental stock refers to rental buildings constructed in the City of Vancouver since 2000.

(2) Monthly ownership costs are based on the following assumptions: average of all MLS sales prices in the Downtown 2011 by unit type, 10% down payment, 5 year posted mortgage rate (3.49% on April 25, 2012), 25 year amortization, \$150 monthly strata fees, and monthly property taxes at \$4.05 per \$1000 of assessed value.

The City Manager, pursuant to the Vancouver Development Cost Levy By-law, has determined this rental housing proposal to be affordable as proposed in the rezoning application. Further review of the finishing, unit size and design features in this development in comparison with industry standards of construction would occur at the development permit stage to ensure that the affordable rental units are basic quality construction. The DCL waiver on the affordable rental floor area is exercised at issuance of building permit, when DCLs are payable.

PUBLIC INPUT

Notification, Open House and Public Response

Notice of the application was sent to 3,859 surrounding landowners on February 14, 2012 and a Community Open House was held on March 14, 2012 and attended by five people. Only two written comments from the Open House, emails and a letter have been received - one in favour and one opposed. This reflects a very low level of concern in the community. Concerns that were raised were specific to the impacts to the adjacent Best Western Hotel. Staff have assessed the shadow, view and privacy impacts attributed to the proposed development and are generally satisfied that they have been adequately addressed given this high density location.

PUBLIC BENEFITS

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

Development Cost Levies (DCLS): DCLs apply to all new construction and help pay for facilities made necessary by growth, including parks, child care facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. This site is located in the Vancouver (city-wide) DCL District where the rate for new residential or commercial floor space is \$121.96 per m² (\$11.33 per sq. ft.). It is anticipated that the new commercial space will generate DCLs of approximately \$28,738 (based on the current DCL rate). DCLs are payable at building permit issuance and are subject Council approval of an annual inflationary adjustment which takes place on September 30th of each year. Under the provisions of the STIR Program, the applicant has requested that DCLs be waived for the rental housing component of this development - a total of \$640,862.

Community Amenity Contribution (CAC): Staff reviewed the applicant's development proforma to identify whether the rezoning generated a sufficient increase in land value to warrant a Community Amenity Contribution (CAC) offering. Staff concluded that after factoring in the costs associated with the development of market rental housing units, there would be no increase in land value and, therefore, that no CAC offering was appropriate.

A public benefits summary is provided in Appendix F.

FINANCIAL

The applicant has applied to have the rental housing component of the project considered under the Short Term Incentives for Rental Housing (STIR) Program, approved by Council on June 18, 2009, to facilitate the development of new residential affordable market rental housing. Under the STIR Program, the City will waive the DCLs applicable to the rental component of the development estimated at \$640,862 should this application be approved. The net DCLs received after the waiver is estimated to be approximately \$28,738 and would be collected prior to Building Permit issuance.

The rental housing, although secured via a Housing Agreement for the life of the building will be privately owned and operated.

CONCLUSION

Staff have reviewed the application to rezone 1388 Continental Street from DD to CD-1 to permit a mixed-use development at a density of 6.99 FSR that would permit development of a 10-storey rental apartment building with commercial uses on the ground floor. This project will contribute to the City's housing goals by adding 89 affordable long-term market rental units.

Upon review and analysis, staff recommend that this proposal be referred to a Public Hearing, together with the draft CD-1 By-law contained in Appendix A, and that, subject to Public Hearing and subject to conditions contained in Appendix B, including approval in principle of the form of development as shown in plans included in Appendix D that it be approved.

* * * * *

1388 Continental Street
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

Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in the By-law or in a development permit, the only uses permitted and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

- Dwelling units in conjunction with any of the uses listed in this schedule except that no portion of the first storey of a building to a depth of 10.7 m from the east wall of the building and extending across its full width shall be used for residential purposes except for entrances to the residential portion;
- Cultural and Recreational Uses, limited to Fitness Centre;
- Office Uses;
- Retail Uses;
- Services Uses, limited to animal clinic, barbershop or beauty salon, beauty and wellness centre, catering establishment, laboratory, laundromat or dry cleaning establishment, neighbourhood public house, photofinishing or photography laboratory, photofinishing or photography studio, print shop, repair shop - class B, restaurant - class 1, school - arts or self-improvement, school - business, school - vocational or trade;
- Accessory Uses customarily ancillary to any of the uses listed in this section.

Dwelling Unit Size

- Not more than two dwelling units may be less than 37 m² in area provided they are not less than 33.5 m² in area.

Density

- Maximum floor space ratio of 6.99 FSR.
- Maximum non-residential floor space ratio of 0.3 FSR
- For the purpose of computing floor space ratio, the site is deemed to be 785.48 m² (8,454.88 sq. ft.) being the site size at time of application for rezoning, prior to any dedications.
- Computation of floor space ratio must include:
 - all floors, including earthen floors, to be measured to the extreme outer limits of the building;
 - stairways, fire escapes, elevator shafts and other features which the Director of Planning considers similar, to be measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located.
- Computation of floor space ratio must exclude:
 - open residential balconies, sundecks, porches 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 provided residential floor area;
- patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
 - 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 maximum exclusion for a parking space shall not exceed 7.3 m in length; or
 - are above the base surface and where developed as off-street parking are located in an accessory building situated in the rear yard, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length;
 - amenity areas, including recreation facilities and meeting rooms provided that:
 - the total area being excluded for amenity areas shall not exceed 10 percent of the permitted floor space;
 - areas of undeveloped floors which are located:
 - above the highest storey or half-storey and to which there is no permanent means of access other than a hatch; or
 - adjacent to a storey or half-storey with a ceiling height of less than 1.2 m;
 - floors located at or below finished grade with a ceiling height of less than 1.2 m;
 - 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;
- Computation of floor space ratio may exclude, at the discretion of the Director of Planning or Development Permit Board:
 - 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, subject to the following:
 - the total area of all open and enclosed balcony or sundeck exclusions does not exceed eight percent of the residential floor area being provided; and
 - no more than fifty percent of the excluded balcony floor area may be enclosed.

Height

The building height, measured above the base surface, must not exceed:

- 30 m to the top of the parapet, and
- 33 m to the top of the mechanical penthouse.

Horizontal Angle of Daylight

- Each habitable room must have at least one window on an exterior wall of a building.
- The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- Measurement of the plane or planes referred to in section 5.2 must be horizontally from the centre of the bottom of each window.

- If:
 - (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of the unobstructed view is not less than 3.7 m;

the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.

- An obstruction referred to in section 5.2 means:
 - (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 (---).
- A habitable room referred to in section 5.1 does not include:
 - (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - i) 10% or less of the total floor area of the dwelling unit, or
 - ii) 9.3 m².

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

* * * * *

1388 Continental Street
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.

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 IBI/HB Architects and stamped "Received City Planning Department, January 16, 2012", subject to the following conditions, 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

- 1. Design development to incorporate landscape treatments contributing to both the amenity of the roof deck as well as improving the overlook from nearby adjacent buildings;
- 2. Design development to provide an indoor amenity room adjacent to the outdoor amenity area provided on level 9;
- 3. Design development to improve and enhance the profile of the parapet, particularly at the corner of Granville Street and Neon Street;
- 4. Design development to enhance the quality of the weather protection with improved materials of glazing and steel;

Note to Applicant: Opportunities to incorporate color into the glazed canopy system is encouraged.

- 5. Design development to improve privacy between the private residential roof deck and the shared amenity roof deck area;

Note to Applicant: This should be achieved with enhanced landscaped treatments. The shared amenity should be maximized by reducing the private roof area;

- 6. Design development to minimize the visual impact of exposed mechanical vents;

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;

Sustainability

8. Registration for LEED® certification and identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Gold equivalency, including at least 6 optimize energy performance points, 1 water efficiency point and 1 storm water point to the satisfaction of the Director of Planning;

Engineering

9. Revised Parking plans to show 3 additional disability spaces and location of the 3 shared vehicles/spaces;
10. Revised building grades should be applied for as soon as possible to reflect the final lot configuration. Note: there is an identified grade issue at the north property lines intersection with the lot to the north. Please ensure the grading at this location is reviewed with staff to ensure the proposed parkade ramp elevation is compatible with the entry ramp to the north and both entries will meet City building grades;
11. Provision of a conceptual landscape plan (final) which will show the streetscape, the number, location and species of street trees, the final curb location and the future public open space area (parkette) as well as lamp standards and other street furniture;
12. Provision of widened stairs and walkway connecting Neon Street to Granville Street (minimum 6 feet wide, inside dimension) complete with bicycle wheel ramp on the stair to improve accessibility;
13. Provision of pedestrian lighting along the widened stairs and walkway connecting Neon Street to Granville Street;
14. Clarification of the use and function of the area between the building and the planter under the walkway and stairs;

Note to Applicant:

- Please consult with Engineering Sewers Design branch early to confirm sewer connection locations and elevations.
- The building foundations are to be designed to withstand the loads of the future streets to be constructed adjacent the site and backfilling of the Granville Street bridge gap.

Urban Agriculture

15. Design development to the common outdoor amenity area on level 9 to include planters with edible landscaping and/or garden plots, with compost bins, and the necessary infrastructure to support urban agricultural activity such as tool storage, a potting bench and hose bibs;

Landscape

16. Notation on Landscape Plan confirming the location of all existing trees, 20 cm caliper or greater, that are proposed to be removed or retained, as noted on the survey plan;

Note to Applicant: Revise the survey plan to include tree locations and complete the Landscape Plan.

17. Provision of a large scale $\frac{1}{4}'' = 1'-0''$ or 1:50 scale of section/elevation details illustrating the detailed landscape treatment of the project's public realm interface at the street to show the future public open space at the intersection of Continental Street and Neon Street and triangle of landscaping at Neon Street (east property line);

Note to Applicant: The detail drawings will need to include planter walls, stairs, landscaping, soil depth (indicated by underground structures), semi-private patios and privacy screens.

18. Provision of a large scale $\frac{1}{4}'' = 1'-0''$ or 1:50 scale of section/elevation details illustrating the roof decks at Level 2 and Level 9 to show the planter depth edge and separation between the common and private terraces;

Note to Applicant: Refer to Design Condition 15.

19. Provision of hose bibs for hand watering landscape planters at all building locations and note on the Site Plan and Landscape Plan.

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

Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:

1. Subdivision of Lot C, Block 112, DL 541, Plan 9442 to result in dedication for road purposes of the westerly 0.9 metres of the site, and that portion of the site lying south of a line drawn parallel to and south of the north property line by 22.4 metres.

Note to Applicant: The land surveyor involved should contact the City's Land Survey Branch for detailed property line dimensions.

2. Provision of an encroachment agreement for the stairs and ramp connecting Continental Street/Neon Street to the Granville Street bridge. This connection will be over the road right-of-way following the land dedications;

Note: the applicant is to provide a letter of commitment at the rezoning enactment stage with the encroachment agreement finalized and registered in Land Titles Office prior to building occupancy.

3. Execution of a Services Agreement to detail the delivery of all on-site and off-site works and services necessary or incidental to the servicing of the Rezoning Site (collectively called the "Services") such that they are designed, constructed and installed at no cost to the City, and that all necessary street dedications and rights-of-ways for the Services are provided. Without limiting the discretion of the General Manager of Engineering Services and the Director of Legal Services, this agreement shall include provisions that:

- 3.1 no Development Permit in respect of any improvements to be constructed on the Rezoning Site pursuant to this rezoning will be issued until the design of all of the Services is completed to the satisfaction of the General Manager of Engineering Services and security for the services is provided;

- 3.2 the design of all Services will be completed to the satisfaction of the General Manager of Engineering Services prior to; tendering for the construction of any of the Services; or any construction of the Services if the Owner decides not to tender the construction;

- 3.3 no occupancy of any building or improvements constructed pursuant to the rezoning will be permitted until all the Services are completed to the satisfaction of the General Manager of Engineering Services; and

- 3.4 in addition to standard utilities and utility extensions, necessary Services will include:

- a) Interim widening of Neon Street and Continental Street to accommodate existing road configuration/access to adjacent properties until such time as the Granville bridge loops are removed and the final road design is implemented. The applicant is to fund at 100%, all costs of interim works (sidewalks, pavement, utility adjustments or interim utility arrangements) ensuring on-going road function;
- b) Provision of a cash contribution towards the future construction of the proposed parkette. The value is to be determined by provision of an estimate

to backfill the parkette area to the future road grades of Neon Street and Continental Street and the value to construct the final parkette features which will included concrete pavement, boulevard, trees and landscaping where space permits, seating for the public and lighting;

- c) Provision of adequate water services for this site. Currently no water mains serve this location, a new main will have to be constructed to serve the site from Drake Street to the service point for the site for which the developer is to responsible for 100% of the construction costs. The applicant is to provide water demand details for the project including projected fire flow rates to determine the size of water main required;
- d) Provision of all utility services to be underground from the closest existing suitable service point;

All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property and not on the public road right-of-way. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

- e) Provision of improved street lighting on Continental Street and Neon Street to meet current street lighting standards;
 - f) Provision of improved sidewalks on Granville Street to current commercial standards for the area;
 - g) Provision of street trees adjacent the site where space permits. Note, this will require backfilling of the gap between the east property line of the site and the Granville Street bridge structure such that adequate growing medium for street trees can be provided for on Granville Street;
4. Make arrangements for:
- 4.1 The provision, operation, and maintenance of 3 shared vehicles and the provision and maintenance of 3 parking spaces for use exclusively by such shared vehicles;
 - 4.2 The developer to fund \$25,000 toward each required shared vehicle and fund \$11,500 for operating costs for each required shared vehicle;

Note to Applicant: These dollar amounts are subject to inflationary increases and final amounts will be calculated prior to Occupancy.

- 4.2 a professional shared vehicle organization satisfactory to the Director of Planning and General Manager of Engineering Services to manage the shared vehicles;
- 4.3 The registration against the title to the development, with such priority as the Director of Legal Services may require, and in form and substance satisfactory to the Director of Legal Services, of a covenant under section 219 of the Land Title Act of British Columbia, a statutory right-of-way, or other instrument satisfactory to the Director of Legal Services, providing that the shared vehicle spaces in the development must be accessible to members of the car sharing organization who do not reside in the development; and
- 4.4 The provision of, prior to issuance of any development permit, details on arrangements that will allow members of the shared vehicle organization access to the car share parking spaces at all times;

Housing

5. Execute a Housing Agreement pursuant to the Short Term Incentives for Rental (STIR) Program to secure all 89 residential units in this development as rental for the life of the building or 60 years, whichever is longer, and to include registrable covenants in respect of all such units prohibiting stratification, separate sales and rental for a term of less than one month at a time, and subject to such other terms and conditions as are satisfactory to the Director of Legal Services, the Managing Director of Social Development.

Note to Applicant: This Housing Agreement will be entered into by the City by by-law pursuant to Section 565.2 of the Vancouver Charter.

Soils

6. Submit a site profile to the Environmental Protection Branch (EPB);
7. The property owner shall, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter;
8. Enter into a remediation agreement for the remediation of the site and any contaminants which have migrated there from on terms and conditions satisfactory to the Manager of Environmental Protection, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliance(s) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Water, Land and Air Protection, has been provided to the City.

Note: 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 are 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 the form and content satisfactory to, the Director of Legal Services.

* * * * *

1388 Continental Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

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

"1388 Continental Street [CD-1] [By-law #] B (DD)"

DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW NO. 6555

Amend Schedule A (Activity Zone) by adding the following:

"[CD-1 #] [by-law #] 1388 Continental Street"

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

1. Council repeals section 4.1.5, and substitutes:

"4.1.5 CD-1 District Parking Requirements

Unless otherwise provided in Schedule C or in a CD-1 By-law, the parking requirements for a CD-1 District must be calculated using the standard set out in this by-law for the area in which the CD-1 District is located as shown on the maps which form part of this by-law."

2. In section 4, Council re-numbers sections 4.1.7, 4.1.8, 4.1.9, 4.1.10, 4.1.11, 4.1.12, 4.1.13, and 4.1.14, as 4.1.8, 4.1.9, 4.1.10, 4.1.11, 4.1.12, 4.1.13, 4.1.14, and 4.1.15 respectively.

3. In re-numbered section 4.1.13, Council removes all references to section 4.1.12 within that section, and substitutes 4.1.13 in each case.

4. After section 4.1.6, Council adds:

"4.1.7 Mount Pleasant Industrial Area and Central Broadway requirements

Non-Residential Uses (except Hotel) - Central Broadway and Mount Pleasant industrial area.

Non-residential uses (except Hotel) in Central Broadway and Mount Pleasant industrial area shall provide:

- (a) at least one parking space for each 145 m² of gross floor area for the first 290 m² of gross floor area, and one additional space for each additional 70 m² of gross floor area; and
 - (b) not more than one space for each 40 m² of gross floor area."
5. In section 4.2, in the first sentence, Council strikes out the words "Map 4.3.1", and substitutes "Map 2B".
 6. Council repeals section 4.3.9, and re-numbers section 4.3.10 as section 4.3.9.
 7. In section 4.6.3, Council strikes out the words "number of".
 8. In section 5.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
 9. In section 6.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
 10. In section 7.1.1, Council strikes out "In", and substitutes "Unless otherwise provided in Schedule C or a CD-1 By-law, in".
 11. In section 16, after the words "Schedules A", Council strikes out "and", and substitutes ",", and after the letter "B", Council adds "and C".
 12. After Schedule B, Council adds:

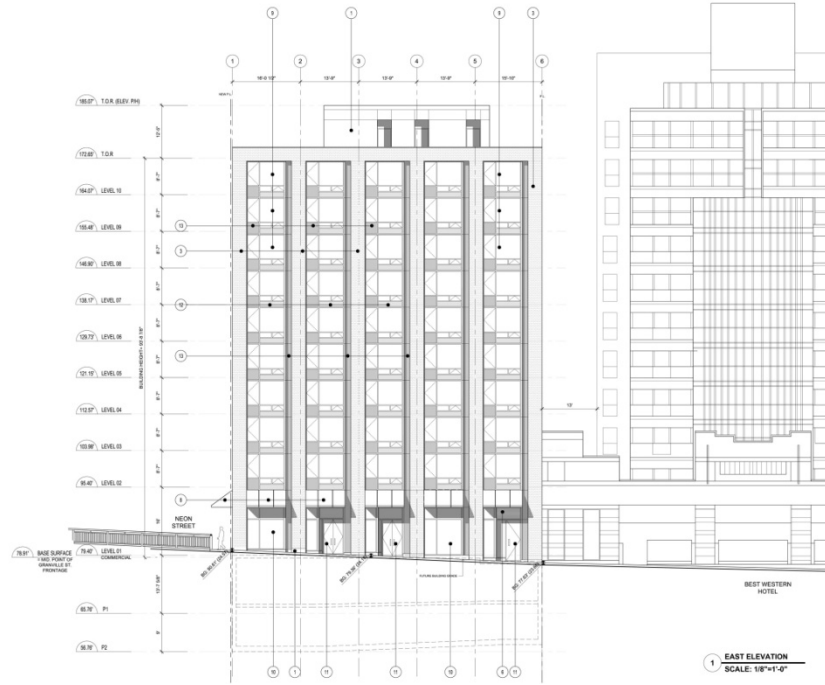
**"Schedule C
CD-1 Districts Parking Requirements**

Address	By-law No.	CD-1 No.	Parking requirements

* * * * *

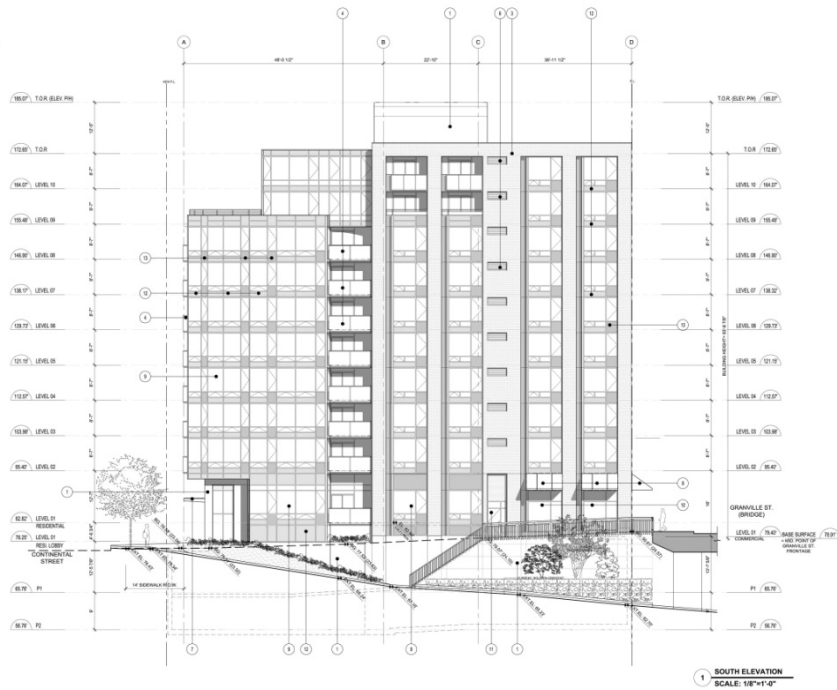
East Elevation

- MATERIAL LEGEND**
- 1 PAINTED ARCHITECTURAL CONCRETE
 - 2 PAINTED ARCHITECTURAL CONCRETE FOR BALCONY SLAB
 - 3 BRICK #1 (COLOR GRAY)
 - 4 ALUMINUM & CLEAR GLASS GUARDRAIL
 - 5 ALUMINUM SCREEN
 - 6 ARCHITECTURAL ALUMINUM COVERS
 - 7 PAINTED STEEL & CLEAR GLASS CANOPY & RAMP CANOPY
 - 8 PAINTED BRICK
 - 9 WINDOW WALL SYSTEM WITH DOUBLE GLAZING
 - 10 DOUBLE GLASS SYSTEM FRONT WINDOW (FRAME COLOUR: CLEAR ANODIZED)
 - 11 ALUM. FRAME GLASS DOOR (FRAME COLOUR: CLEAR ANODIZED)
 - 12 SPANDREL PANEL WITH BACK PAINTED GLASS
 - 13 SPANDREL PANEL WITH PRESSED METAL
 - 14 CONCRETE PLANTER
 - 15 OPEN MESH METAL GATE PAINTED COLOR SILVER OR SIMILAR

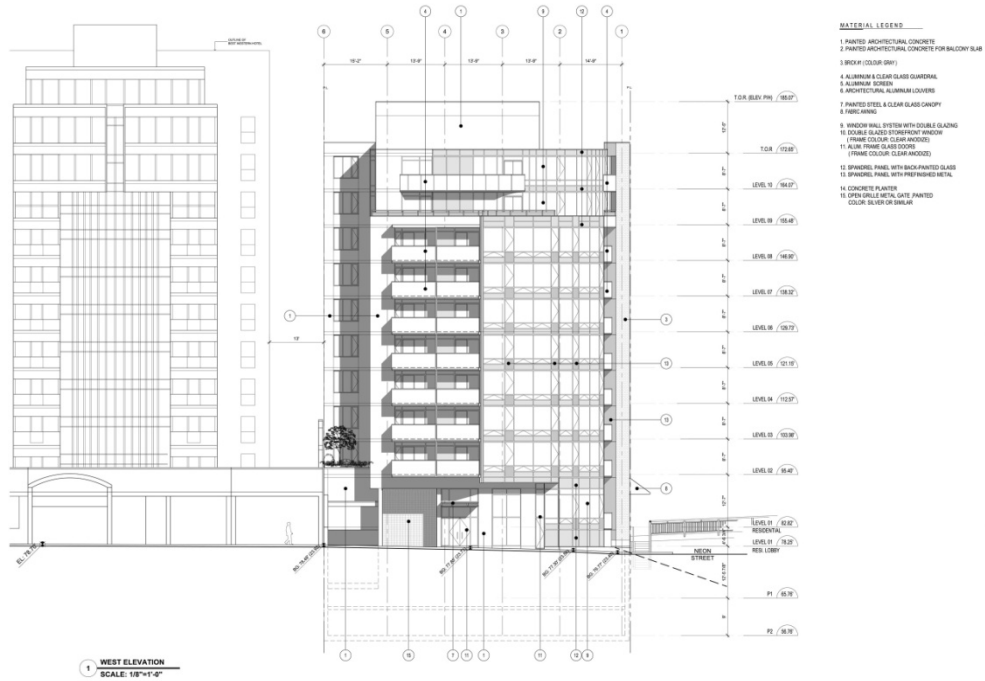


South Elevation

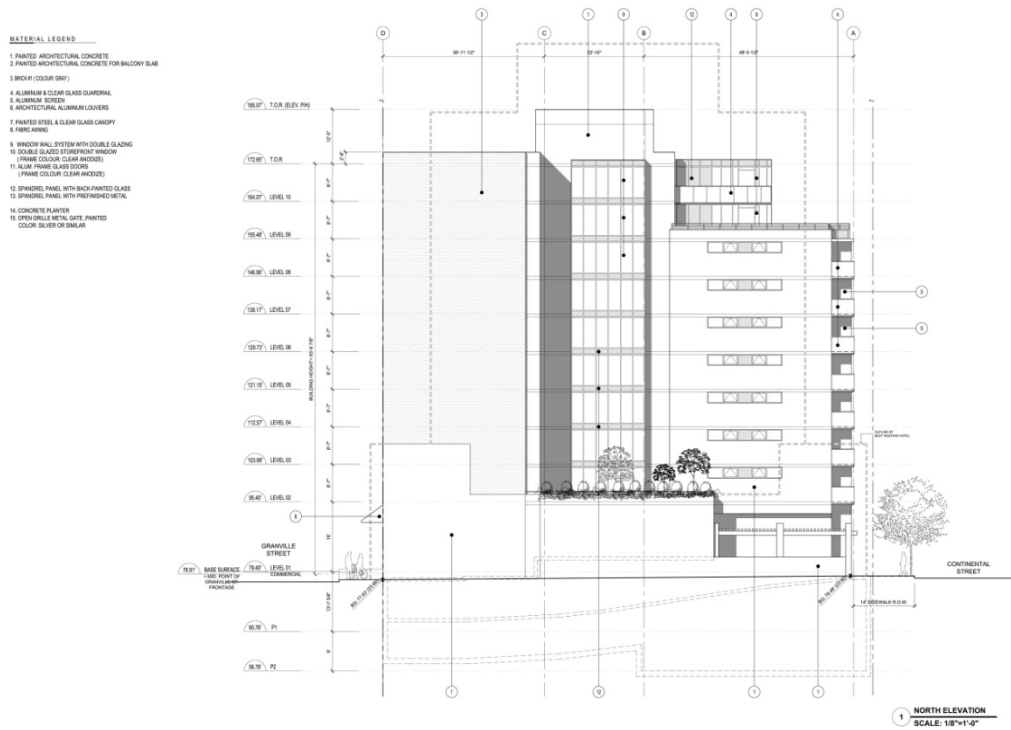
- MATERIAL LEGEND**
- 1 PAINTED ARCHITECTURAL CONCRETE
 - 2 PAINTED ARCHITECTURAL CONCRETE FOR BALCONY SLAB
 - 3 BRICK #1 (COLOR GRAY)
 - 4 ALUMINUM & CLEAR GLASS GUARDRAIL
 - 5 ALUMINUM SCREEN
 - 6 ARCHITECTURAL ALUMINUM COVERS
 - 7 PAINTED STEEL & CLEAR GLASS CANOPY & RAMP CANOPY
 - 8 PAINTED BRICK
 - 9 WINDOW WALL SYSTEM WITH DOUBLE GLAZING
 - 10 DOUBLE GLASS SYSTEM FRONT WINDOW (FRAME COLOUR: CLEAR ANODIZED)
 - 11 ALUM. FRAME GLASS DOOR (FRAME COLOUR: CLEAR ANODIZED)
 - 12 SPANDREL PANEL WITH BACK PAINTED GLASS
 - 13 SPANDREL PANEL WITH PRESSED METAL
 - 14 CONCRETE PLANTER
 - 15 OPEN MESH METAL GATE PAINTED COLOR SILVER OR SIMILAR



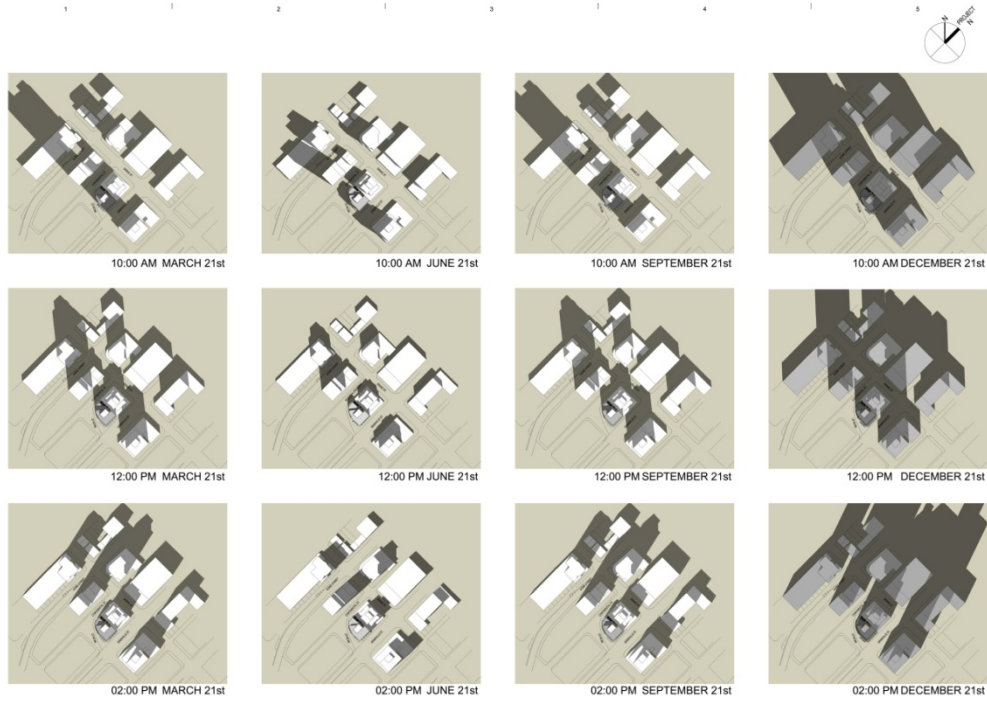
West Elevation



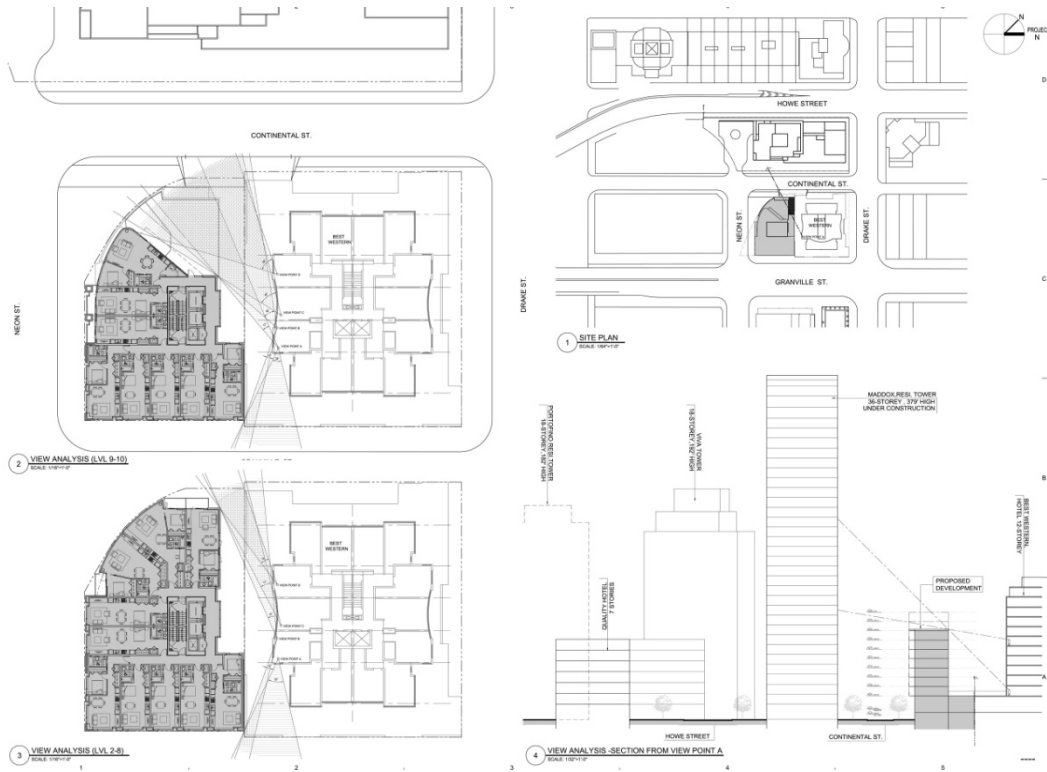
North Elevation



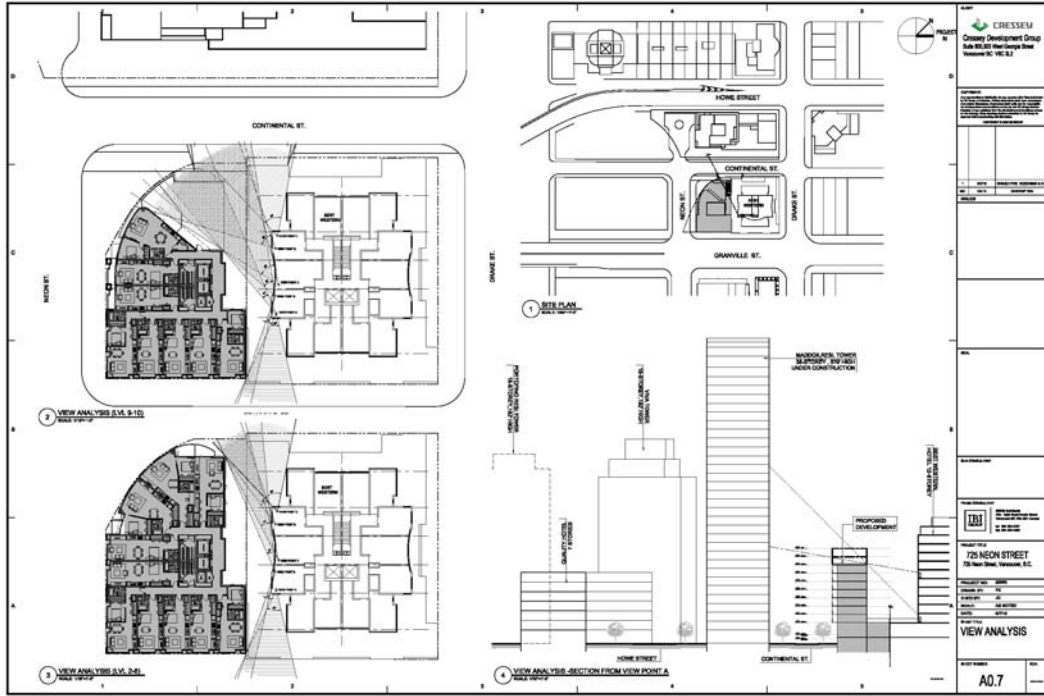
Shadow Studies



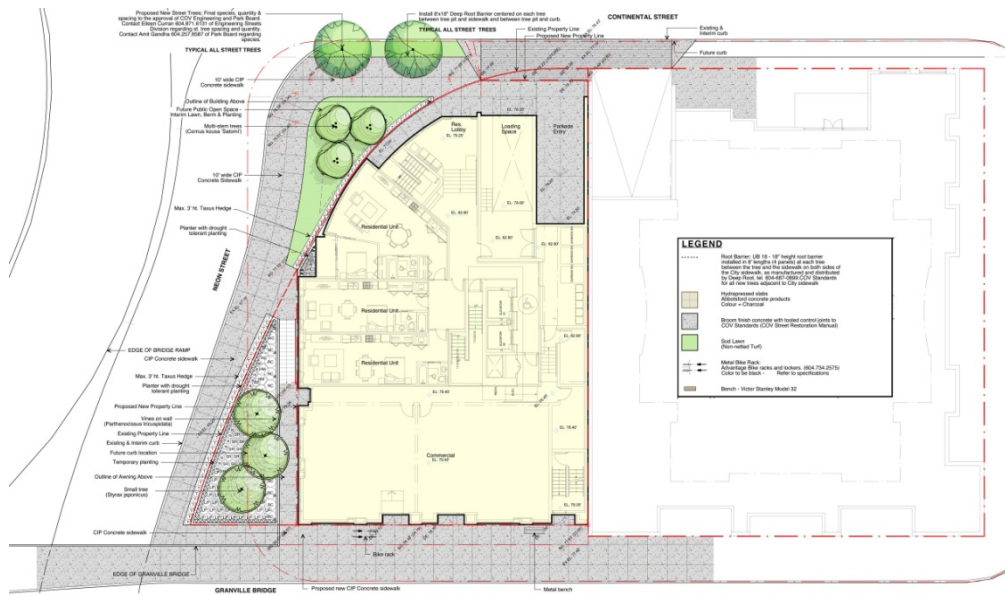
Views



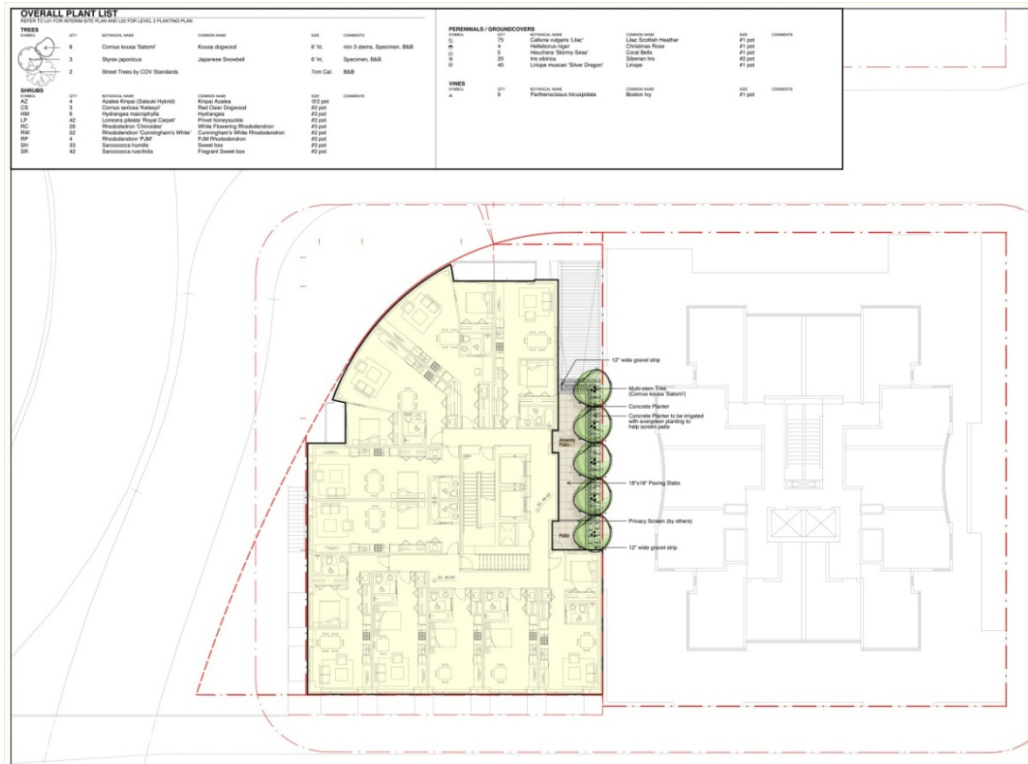
Vertical Daylight Analysis



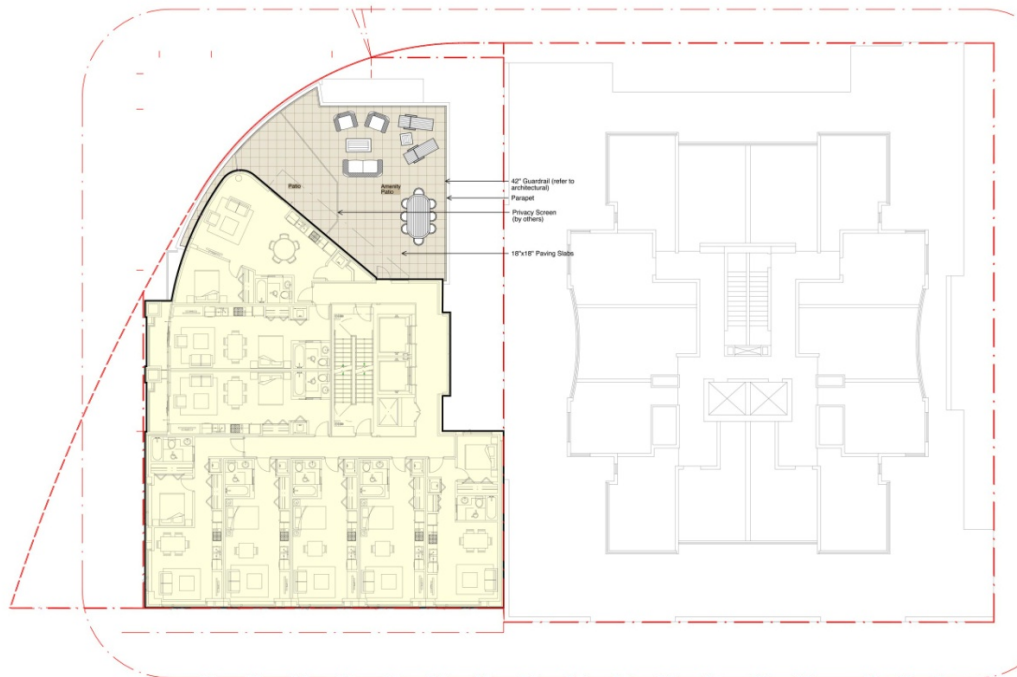
Ground Level Landscape



Patio Landscape



Roof Landscape



1388 Continental Street
OTHER INFORMATION

ADDITIONAL INFORMATION

Site, Surrounding Zoning and Development: This 785.48 m² (8,454.99 sq. ft.) site is comprised of one parcel on the east side of Continental Street. The site is irregular in shape.

Proposed Development: Cressey Drake Holdings proposes the development of a 10-storey apartment building with commercial spaces on the ground floor that are oriented to Granville Street. All 89 residential units would be affordable market rental units for 60 years or the life of the building, whichever is greater and would qualify for the Short Term Incentives for Rental (STIR) Program - reduced parking requirements and waiver of Development Cost Levies (DCL).

Public Input: A notification letter was sent to 3,659 nearby property owners on February 14, 2012 and a Public Open House was held on March 1, 2012 which was attended by five members of the public. Rezoning information signs were posted on the site on February 14, 2012. The only concern that was raised was that the building would obstruct the views from south-facing windows of the Best Western Hotel. The owners of the hotel have objected in writing citing the loss of views from south facing windows of the hotel. One comment form supporting the development was submitted at the Open House.

Comments of the General Manager of Engineering Services: The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the applicant complies with conditions as shown in Appendix B.

Urban Design Panel Comment: The Urban Design Panel reviewed this proposal on March 21, 2012 and supported the proposed use, density and form of development and offered the following comments:

EVALUATION: SUPPORT (7-1)

- **Introduction:** Ian Cooper, Rezoning Planner, introduced the proposal for a development on the west side of Granville Street beside the south-bound Granville Street Bridge. It is a concurrent rezoning and development application. He noted that the rezoning was needed to increase the density and the height of the building. The application is for a 10-storey rental apartment building with some ground floor retail and one level of underground parking. It is located in the downtown, sub-area 54 where the guidelines suggest a maximum height of 300 feet. The site is also affected by the Granville Loops Policy Plan where residential uses are emphasized and the Short Term Incentives for Rental (STIR) program. The proposal must meet the Rezoning for Greener Buildings (LEED™ Silver).

Anita Molaro, Development Planner, further described the proposal noting the context for the area. The proposal is for 89 market rental rents with commercial units on Granville Street. She explained that the proposal has to accommodate the existing grade conditions and be adaptable to a future condition when the Granville Loops are removed. The grade of Neon Street will change to rise up to meet the elevation of the Granville Bridge deck.

There is an interim arrangement to provide a pedestrian crosswalk/stairs along the frontage. As part of the Granville Loops policy the open corner treatment was intended as part of the public open space for the area.

The policy describes an urban design intent to create a “valley gateway” with lower building massing located on the Granville Street sites relating to massing permitted further north along Granville Street. Within the policy this site was identified for a general height of 70 feet, however flexibility in the maximum heights should be considered to a modest extent where there can be significant improvement in building form.

The proposal is seeking a maximum height of 90 feet with sculpting at the floors above 70 feet to address the relationship with the adjacent Best Western Hotel. The separation achieved above 70 feet to the elevator core is 24 feet.

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

Rezoning application attributes:

- form of development including:
 - height (90 feet)
 - density (6.99 FSR)
 - overall building massing within the neighbourhood context
 - view impacts from adjacent building

Development application attributes:

- overall architectural expression within the neighbourhood context
- proposed materials quality and treatments for the various facades including interior façade facing adjacent property
- sustainability attributes (LEED™ Silver)
- detailed landscape treatments

Mr. Cooper and Ms. Molaro took questions from the Panel.

- **Applicant’s Introductory Comments:** Martin Bruckner, Architect, noted that it will be a rental building under the STIR program. He stated that they wanted the building to fit into its context but to have as much efficiency as possible. On the lower floors there will be 24 feet of separation from the hotel and then above the 70 foot mark the upper floors are carved away for better views. He noted that the impact of the building is only on a couple of rooms in the hotel. They have designed some architectural character to the wall facing the hotel to make it less of a blank wall. The unit plans are above the minimum for STIR projects with 420 square feet for the studios which face Granville Street. The one bedroom units are 550 to 600 square feet. Brick is proposed for the Granville Street façade with articulated bay windows and also composite cement board as a colour accent. The wall to window ratio will be below 40% for a passive way to address energy consumption. Mr. Bruckner noted that they are planning to meet LEED™ Silver for the project.

Jennifer Stamp, Landscape Architects, described the landscape plans. There is a small amenity deck on the north side of the building and there is also a large deck for a common

amenity on Level 9. She noted that currently there aren't any trees planned for Granville Street until the built condition occurs.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

- Design development to the Neon façade component;
- Consider using a more permanent material for the canopies;
- Consider improving the sustainability strategy;
- Consider adding public art in the landscaping.

- **Related Commentary:** The Panel supported the proposal but felt there was room for improvement.

The Panel supported the height, density and massing. Several Panel members thought the proposal needed more work regarding the Neon façade component and thought the sign could be more simple in design. Several Panel members thought the façade next to the hotel was ominous and needed some improvements and reveals to make it more sympathetic to the hotel. One Panel member thought the cornice could be broken up to reduce the tightness in the expression. A couple of Panel members were concerned with the red materials and thought they might fade over time.

Most of the Panel were concerned with the temporary nature of using canvas for the canopy and wanted to see a more permanent type of material used. One Panel member suggested using colored glass.

The Panel felt that the sustainability strategy could be improved and suggested the applicant go further than LEED™ Silver as they will need more when they apply for their building permit. One Panel member thought the window and curtain walls could be improved to make the envelope and energy requirements especially on the western facade.

A couple of Panel members thought the small public parkette was in a dark north corner and needed to be made as green as possible. One Panel member suggested adding conventional street trees along Granville Street and as well level 9 could use some functional programming and greenery. Several Panel members thought it was a lost opportunity that there wasn't any roof top access. A couple of Panel member suggested adding some public art to enhance the landscaping.

- **Applicant's Response:** Mr. Bruckner thought the Panel had made some important observations and added that he appreciated their suggestions. He noted that they will be using Swiss pearl for the colour panels for a long lasting colour.

Environmental Implications: Nearby access to transit and commercial services may reduce dependence on use of automobiles.

Social Implications: There are no major positive or negative social implications to this proposal. There are no implications with respect to the Vancouver Children's Policy or Statement of Children's Entitlements.

Comments of the Applicant: The applicant has been provided with a copy of this report and has provided the following comments:

"We have reviewed the report and understand the recommendations and conditions."

* * * * *

1388 Continental Street
Summary of Public Benefits

Public Benefit Summary:

The proposal would generate 89 market rental units secured for the life of the building or 60 years, whichever is greater and DCL payments associated with the commercial floor space.

	Current Zoning	Proposed Zoning
Zoning District	DD	CD-1
FSR (site area = 785.48 m ² (8454.88. ft.))	5.0	6.99
Buildable Floor Space (sq. ft.)	3 927.4 m ² (42,274.4 sq. ft.)	5 490 m ² (59,100 sq. ft.)
Land Use	Mixed-use	Mixed-use

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed
Required*	DCL (City-wide)	\$478,964	\$28,738
	DCL (Area Specific)		
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$478,964	\$28,738

Other Benefits (non-market and/or STIR components):

A total of 89 market rental units secured for the life of the building or 60 years, whichever is greater under the STIR program

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ for each of the Area Specific DCL Districts.

1388 Continental Street
Additional Information

APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	1388 Continental Street (formerly 725 Neon St and 1349 Granville St)
Legal Description	Lot C Block 112, D.L. 541, Plan 9442 NEW WESTMINSTER - P.I.D. 009-655-883
Applicant	Cressey Drake Holdings Ltd
Architect	IBI/HB Architects
Property Owner	Cressey Drake Holdings Ltd
Developer	Cressey Drake Holdings Ltd

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	785.48 m ² (8454.88 sq. ft.)	106.24 m ² (1143.60 sq. ft.)	679.24 m ² (7311.28 sq. ft.)

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different than proposed)
ZONING	3 927.4 m ² (42,274.4 sq. ft.)	5 490 m ² (59,100 sq. ft.)	
USES	Mixed-use Residential and Commercial	Mixed-use Residential (STIR) and Commercial	
DWELLING UNITS		89	
MAX. FLOOR SPACE RATIO	5.0	6.99	
MAXIMUM HEIGHT	21.34 m 70 ft.)	30.0 m (98.4 ft.) to the top of the parapet and 30.0 m to the top of the mechanical penthouse	
PARKING SPACES		19 spaces + 4 handicapped spaces + 3 car share spaces	