

POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: January 7, 2013
Contact: Kent Munro
Contact No.: 604.873.7135
RTS No.: 9824
VanRIMS No.: 08-2000-20
Meeting Date: January 15, 2013

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning - 1600 Beach Avenue and 1651 Harwood Street

RECOMMENDATION

A. THAT the application by IBI/HB Architects:

- (a) on behalf of Beach Towers Investments Inc. to rezone 1600 Beach Avenue (*PID: 009-004-726, Lot A, except portions in Explanatory Plan 9688, Block 63, District Lot 185, Plan 11809*) to increase the allowable floor area on the site from 27 773.3 m² (298,959 sq. ft.) to 36 050.2 m² (388,054 sq. ft.) to allow for the in-fill development of 118 secured market rental residential units; and
- (b) on behalf of English Bay Investments Inc. to rezone 1651 Harwood Street (*the East ½ of Lot 27, the West ½ of Lot 27, the East ½ of Lot 28, the West ½ of Lot 28, the East ½ of Lot 29 and the West ½ of Lot 29, Block 63, District Lot 185, Plan 92, PIDs: 015-750-825, 015-750-922, 015-750-841, 015-750-931, 015-750-906, and 015-750-957 respectively*) to increase the allowable floor area on the site from 7 933.5 m² (85,398 sq. ft.) to 8 946.6 m² (96,304 sq. ft.) to allow for the in-fill development of 15 secured market rental residential units;

each from RM-5A (Multiple Residential) District to a CD-1 (Comprehensive Development) District, be referred to a Public Hearing, together with:

- (i) plans prepared by IBI/HB Architects, received May 22, 2012;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendices A1 and A2; 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-laws generally in accordance with Appendices A1 and A2 for consideration at Public Hearing.

- B. THAT, subject to enactment of the CD-1 By-laws, the Parking By-law be amended to include these CD-1s and to provide parking regulations 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-laws.

- C. THAT, if after Public Hearing Council approves in principle these rezonings and the Housing Agreements described in part (c) of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-laws for enactment prior to enactment of the CD-1 By-laws contemplated by this report, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the Managing Director of Social Development.
- D. THAT Recommendations A through C 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.

REPORT SUMMARY

This report evaluates a rezoning application for two sites, one at 1600 Beach Avenue and the other at 1651 Harwood Street from RM-5A (Multiple Residential) District to a CD-1 (Comprehensive Development) District. Existing development on the sites includes three rental apartment towers on an open plaza with landscaping and surface parking on the Beach Avenue site, and one rental apartment tower on the Harwood Street site. The proposed zoning would allow for residential infill development to be added as follows:

- on the Beach Avenue site, 118 secured market rental units located within a four-storey building fronting Beach Avenue and a nine-storey building at Harwood and Cardero streets, a one-storey amenity building at Beach and Cardero streets, and enclosure of the bases of the existing towers, thereby increasing the allowable floor area by 8 276.9 m² (89,095 sq. ft.); and
- on the Harwood Street site, 15 secured market rental units located within two- and three-storey buildings, thereby increasing the allowable floor area by 1 013.1 m² (10,906 sq. ft.).

This application helps achieve City housing policies, specifically through the creation of a total of 133 units of new secured market rental housing. Staff have assessed the application and support the uses and form of development, subject to design development and other conditions outlined in Appendix B. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the Public Hearing.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for these sites include:

- Rezoning Applications and Heritage Revitalization Agreements during Community Plan Programs in the West End, Marpole and Grandview-Woodland (July 28, 2011)
- West End RM-5, RM-5A, RM-5B and RM-RM-5C Guidelines (September 26, 1989; last amended February 4, 1992)
- Housing and Homelessness Strategy (February 1, 2011)
- Short Term Incentives for Rental Housing (STIR) Program (June 18, 2009)
- High Density Housing for Families with Children Guidelines (March 24, 1992)
- Rental Housing Stock Official Development Plan (May 2007)
- Green Buildings Policy for Rezoning (June 10, 2008; last amended July 22, 2010)
- Ecocity Policies for Rezoning of Sustainable Large Sites (December 2010)
- Financing Growth Policy (Community Amenity Contributions) (January 20, 1999; last amended February 12, 2004).

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The General Manager of Planning and Development Services RECOMMENDS approval of the foregoing.

REPORT

Background/Context

1. Site and Context

Built in the 1960s, the sites at 1600 Beach Avenue and 1651 Harwood Street, collectively called Beach Towers, include four existing rental apartment buildings, ranging in height from 19- to 21-storeys, with a total of 601 residential units. The Beach Avenue site has an area of 8 356.0 m² (89,946 sq. ft.) and the Harwood Street site has an area of 2 409.6 m² (25,938 sq. ft.). The area of the two sites, comprised of seven legal parcels, is approximately 10 765.6 m² (115,884 sq. ft.) or 2.7 acres (see Figure 1).

The site at 1600 Beach Avenue, a full city block, is bounded by Beach Avenue, Bidwell Street, Harwood Street, and Cardero Street, and includes three towers set on a two-level podium with surrounding landscaping. The upper podium, at the Harwood Street level, is a large rectangular plaza with paved, surface parking and includes the Laurier House and Macdonald House towers. The lower podium plaza includes the Douglas House tower and is set over an exposed above-grade parkade that extends along the Beach Avenue frontage. The site at 1651 Harwood Street has one existing tower, the Columbus House. The open space surrounding the base of this tower consists of parking access and landscaped areas.

Zoning for the sites and the immediate neighbourhood is RM-5A (Multiple Residential) District.

To the west of the sites, across Beach Avenue is English Bay; to the north is Alexandra Park; and to the south and east are a variety of residential apartment buildings. The blocks surrounding the subject sites contain a variety of building types and heights with a minority of wood frame three- to four-storey apartment buildings and a majority of concrete apartment buildings in the 10- to 22-storey range. This mix of various building heights is one of the aspects that give the West End its unique character.

Figure 1 - Sites and surrounding zoning (including notification area)



Denman and Davie streets are nearby, providing local shopping and community amenities. The sites are well served by transit, with several bus routes that run along Davie Street and Beach Avenue. Bicycle routes are found along Beach Avenue, the seawall, and Cardero Street.

2. Policy Context

West End Community Plan: On July 28, 2011, Council approved a community planning process for the West End neighbourhood. An interim rezoning policy was approved as part of the community planning process, and that policy allows for continued consideration of rezoning applications that were received prior to this date. The consideration of this application, which was received by the City on November 22, 2010, is consistent with the rezoning policy.

It is anticipated that Council will be considering the approval of the West End Community Plan in the fall of 2013. That plan will focus on policies regarding neighbourhood character, housing, the local economy, heritage, transportation and the public realm. A public benefit strategy is also being prepared.

STIR Program: On June 18, 2009, Council adopted the Short-Term Incentives for Rental Housing (STIR) program, which included a deadline of December 15, 2011 for new applications under the program. STIR was a time-limited program to provide a strategic set of incentives to encourage and facilitate the development of new market rental housing throughout the City. Although the deadline for applications under the STIR program has now passed, this application was received in November 2010 making it eligible for consideration under the program.

The STIR Program has been instrumental in demonstrating that the City, using various regulatory tools, can provide incentives to encourage the building of secured market rental housing stock. In a report to Council on March 27, 2012 that summarized the outcomes of the program to that date, it was noted that over the first two-and-a-half years of the program a 270 percent increase in the annual number of rental units being approved was achieved when compared to the period from 2006 to 2010.

Housing Policy: The sites that are the subject of this application are located in the RM-5A District which is subject to the Rental Housing Stock Official Development Plan (ODP), the intent of which is to preserve purpose-built rental housing. Since the application is for infill development which, if approved, will not displace any rental housing or tenants, the rental replacement requirements of the ODP are not pertinent to this application.

Although the West End has the highest concentration of rental units in the city (over 23,000 rental units), most of the rental stock was built during the 1960s and 1970s. The addition of more rental housing in the West End would support the City's economic goals by locating affordable housing options for employees in close proximity to the approximately 170,000 jobs in Vancouver's downtown. Approximately 40 percent of residents in the West End walk to work, which is the highest proportion of pedestrian commuters in the city (the overall city average is 12 percent) and this makes the addition of rental housing in this location a significant opportunity for the city to continue towards achievement of its sustainability objectives.

On July 29, 2011 Council endorsed the Housing and Homelessness Strategy 2012-2021 which includes strategic directions to increase the supply of affordable housing and to encourage a housing mix across all neighbourhoods in order to enhance 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 work to achieve secure market 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.

Strategic Analysis

3. Housing Proposal

This application proposes to add a total of 133 units of secured market rental housing to these sites, with 118 units proposed for the 1600 Beach Avenue site and 15 units on the 1651 Harwood Street site. Census data shows that although there is a high proportion (81%) of rented dwellings in the West End, the vacancy rate is very low. CMHC data (October 2012) indicates that the overall vacancy rate for apartment buildings in the West End/Downtown sub-area is one percent (0.71 percent in the Downtown West End Local Area, 0.83 percent in the West End/Stanley Park sub-area (West of Denman) and 1.01 percent in the English Bay

sub-area (South of Davie)). A three to five percent vacancy rate is considered to be "healthy".

The subject proposal includes a variety of types of rental units including 78 two-bedroom units of the total of 133 units. Rental housing for families with children is a high priority for the city, particularly in the downtown peninsula. The RM-5A zoning requires that a minimum of 20 percent of the housing units contain two bedrooms or more. In its consideration of the STIR Program, the Mayor's Task Force on Housing Affordability raised a concern about the relatively small number of family units being achieved through the program. The Rental 100 Policy (Secured Market Rental Housing Policy) that has replaced the STIR program includes a 25 percent family unit target. This proposal directly addresses this concern, as 58 percent of the units proposed have two bedrooms and are considered to be family units.

Under the Housing and Homelessness Strategy, which is designed to enhance access to affordable housing in the city, rental housing targets have been established. The STIR program has played a critical role in enhancing the building of secured market rental housing, which is inherently more affordable than home ownership. City data indicates that the average income of a renter is \$34,000 and that of a home owner is \$66,000. Table 1 shows the city's progress towards its housing targets; the table incorporates the 133 units proposed for 1600 Beach Avenue and 1651 Harwood Street.

Table 1: City of Vancouver Rental Housing Targets and Progress Against Targets (as of December 31, 2012)

	TARGETS ¹		CURRENT PROJECTS					Above or below 2014 Target
	Long Term (2021)	Near Term (2014)	Completed	Under Construction	Approved	In Progress ²	Total	
Secured Market Rental Housing Units	5,000	1,500	182	588	906	999	2,675	1,175 Above Target

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.

4. Application Description

Existing development includes three towers (Douglas House, Macdonald House, and Laurier House) on the 1600 Beach Avenue site and one tower (Columbus House) on the 1651 Harwood Street site. The application proposes to add infill components as follows:

On the Beach Avenue site:

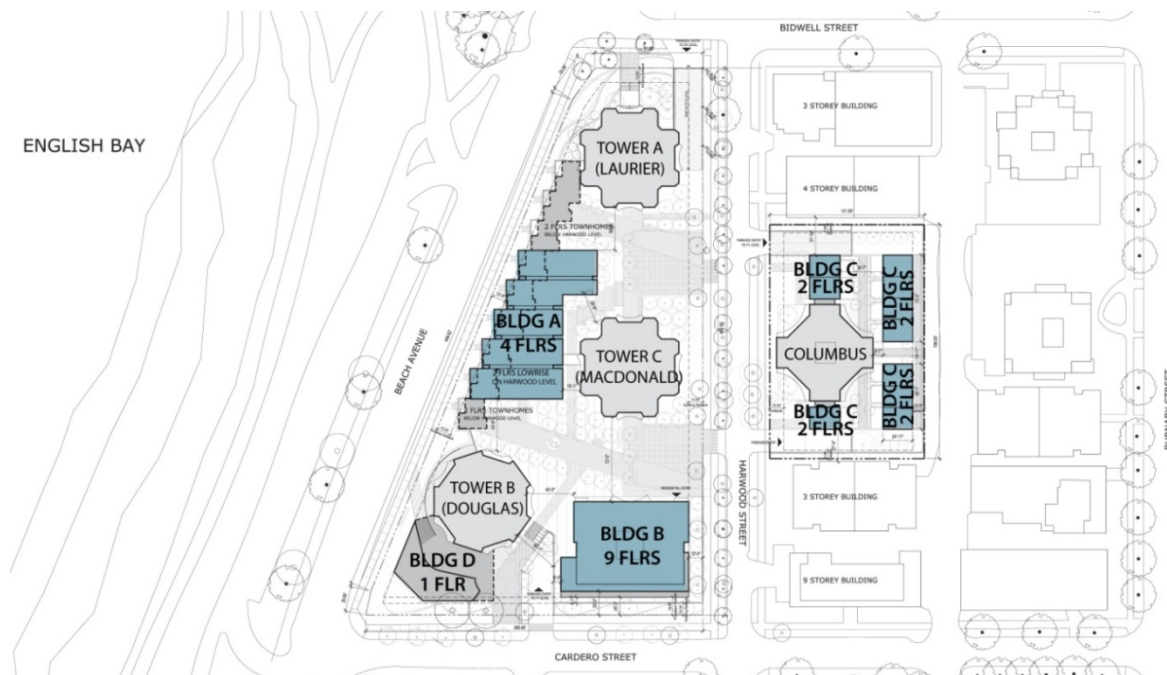
- A four-storey building, fronting onto Beach Avenue, with two-storey townhouses at grade, providing 27 residential units (Building A in Figure 2).
- A nine-storey building, at the corner of Harwood and Cardero, containing 91 units (Building B in Figure 2).

- A one-storey amenity building set partially below grade, at Beach and Cardero streets (Building D in Figure 2).
- Infill of the base of the three existing towers (Towers A, B and C) to provide expanded lobbies, amenity space, and rental office space.

On the Harwood Street site:

- Two three-storey buildings fronting Harwood Street providing six units, and two two-storey buildings along the lane providing seven townhouses (Building C in Figure 2).
- Infill of the base of the existing tower to provide two residential units.

Figure 2 - Site plan



5. Density and Form of Development

An extensive analysis of the proposed form of development has been conducted, including an assessment of its urban design and neighbourliness. A detailed urban design analysis is provided in Appendix E and is summarized below. The form of development drawings are included in Appendix H and the development statistics in Appendix J.

Density: Under the current RM-5A zoning, the maximum density permitted on these sites is a floor space ratio (FSR) of 2.2 FSR. The Beach Towers project was, however, developed in the 1960's under the RM-4 zoning of that time, which allowed a maximum density of 3.35 FSR. The 1600 Beach Avenue and 1651 Harwood Street sites were approved at an FSR of 3.32 and 3.31 FSR respectively. The District Schedule applicable to these sites was changed in 1989, and, therefore, the sites are now non-conforming to the existing zoning with respect to density.

This application proposes to increase the floor area of these two sites by approximately 9 290 m² (100,000 sq. ft.) resulting in an overall floor area of approximately 36 050.2 m² (388,054 sq. ft.) or 4.31 FSR on the 1600 Beach Avenue site and 8 946.6 m² (96,304 sq. ft.) or 3.73 FSR on the 1651 Harwood Street site. The staff urban design assessment concludes that the proposed additional floor area can be accommodated within the development proposed on the sites, subject to the design development conditions in Appendix B.

Form of Development: The existing residential towers on the two sites have been identified in the City of Vancouver's Recent Landmarks inventory in the "A" category. The applicant has submitted a Statement of Significance (see Appendix D) which notes that one of the main historical features of these sites and their buildings is their cultural landscape. This includes the configuration of the podium base with point towers above and surrounding landscaping; the use of the podium for paved plazas, parkade, surface parking and recreational amenities, and; the arrangement of towers to take advantage of views beneath and between structures. Staff have concluded that the proposed addition of new building forms within this cultural landscape successfully addresses the challenge of accommodating additional density with sensitivity, while respecting the characteristics of the sites and the surrounding context.

Architecture: The proposed buildings illustrate a contemporary approach to the architectural design. When infilling within an existing architectural context, it is generally desirable to have new components respect the historical fabric but not mimic it. Further design development is recommended to develop, for all of the new buildings, a character that is distinct from the existing buildings. Further design development is recommended to address the overall proportion of the nine-storey building at Harwood and Cardero streets (Building B) to minimize its bulkiness; to enhance the amenity building (Building D) as a special building element; and to ensure the provision of high quality material treatments throughout. In addition, further design development is recommended regarding the landscape treatment including the retention of the existing sculptural elements.

Urban Design Panel: This rezoning application was reviewed by the Urban Design Panel on two occasions and the form of development as now reflected in the application received the Panel's support (see Appendix G).

Conclusion: The proposed buildings on the 1600 Beach Avenue site are comparable to those found throughout the local area. The resulting additional impacts on views and shadowing are considered by staff to be modest and are within acceptable limits. Staff conclude that the new buildings will not unduly harm the livability of the neighbourhood. The modest insertion of low-rise townhouses on the 1651 Harwood Street site has successfully integrated with the original tower structure and podium. Furthermore, the provision of the proposed built form along with enhanced landscaping, in lieu of existing surface and covered parking, will improve the environmental quality and streetscape character along the frontages.

The proposed insertion of infill housing within the existing on-site open space maintains some pedestrian views through the site and acknowledges and respects the visual amenity of the open space and plaza. In addition, the careful placement of the new buildings successfully acknowledges the historic cultural landscape of the existing towers' siting within an open space and plaza.

Staff conclude that subject to several detailed design improvements, the proposed buildings will contribute positively to the diversity of buildings, the established landscaping, and the

streetscape character of the West End neighbourhood. Staff recommend, subject to the public hearing, that the application be approved subject to the conditions in Appendix B, which seek some additional design refinement at the development permit stage.

6. Heritage Value and Compatibility of Proposed Rezoning

The Beach Towers complex is not listed on the Vancouver Heritage Register but has been identified in the City's Recent Landmarks inventory in the "A" evaluation category. Beach Towers is of heritage value for its contribution to the development of the West End, as a cultural landscape, and for its architectural design. Consisting of four towers, three on the original Beach Avenue site (1962-1965) and a fourth tower on the Harwood site (1968), were built by Block Brothers of Alberta to designs by prominent architect CBK Van Norman. The heritage values and character-defining elements for the sites are described in detail in the draft Statement of Significance (see Appendix D).

The new buildings and additions to the existing buildings as proposed in the rezoning application would result in modifications to the sites and some of the character-defining elements. The existing buildings will remain largely unmodified with the exception of the proposed infill at the base of the Laurier, MacDonald and Douglas Towers (for office and amenity space) and the lower levels of the Columbus Tower (for townhouses). The new buildings proposed, including the nine-storey tower on Harwood Street and four-storey building on Beach Avenue, will alter the original site configuration which consisted of towers set within open spaces.

The design of the new buildings and the proposed interventions achieve compatibility with the original buildings by referencing materials and design elements while still being designed as contemporary buildings that are clearly distinguishable from the original buildings. Efforts have been made to maintain open areas and views through the site while expanding rental housing opportunities in an exceptional location. The approach to add new infill buildings to the site is generally consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada and is, therefore, supportable.

With respect to the proposed infilling of some of the open areas beneath the base of the towers, staff are of the opinion that a modest increase in the amenity and administrative/office areas is supportable, however, these spaces should be located to maximize views through the Beach Avenue site and beneath the towers. In order to achieve this objective, a condition of the development permit will be to complete further design development to refine these elements. The existing sculptural fountains on the Beach Avenue site are to be retained and relocated.

This rezoning application was reviewed by the Vancouver Heritage Commission, receiving support after making adjustments to the original application. The Heritage Commission recommended design development and expects further review at the development permit stage (see Appendix G). The owners have indicated they are prepared to have the Beach Towers site added to the Heritage Register, and as a condition of the rezoning the owner's agreement to this is required.

7. Parking, Loading and Circulation

The 1600 Beach Avenue site currently has a surface parking lot, accessed off Harwood Street, and two levels of underground parking accessed off Bidwell and Cardero streets. A total of 246 parking spaces are provided. The 1651 Harwood Street site has two levels of underground parking, providing 96 stalls, accessed off Harwood Street. Together, the sites provide a total of 342 parking stalls.

Under the proposal, the surface parking of the Beach Avenue site would be removed so that all parking would be provided below grade in a reconfigured parkade, accessed only from Harwood Street. Under the City's current Parking By-law requirements, a total of 329 spaces would be required for the proposal. The application proposes to exceed this requirement, with 416 parking spaces proposed for the two sites (316 on the Beach Avenue site and 100 on the Harwood Street site). The project will also meet Parking By-law requirements for bicycle spaces (for both the new and existing buildings) and loading spaces. Additional Class A loading is required for the new dwelling units to provide for smaller delivery, trades and moving vehicles.

A Transportation Study completed by Bunt & Associates dated December 23, 2010 was submitted with the application. That study analyzed the impact of the proposed development on traffic in the vicinity and concluded that site-generated traffic will have minimal impact on the overall performance of adjacent intersections. Engineering Services staff have reviewed the rezoning application and the Transportation Study, and have no objections to the proposed rezoning provided that the applicant satisfies the conditions regarding parking, loading, and bicycles included in Appendices B and C.

7. Environmental Sustainability

The Green Buildings Policy for Rezoning (adopted by Council on July 22, 2010) requires that rezoning applications received between August 1, 2010 and January 31, 2011 be registered in the LEED® program and achieve a minimum of LEED® Gold rating, including 63 LEED® points, with targeted points for energy performance, water efficiency and stormwater management. The application shows that these targets can be met.

Council's Policy for the Rezoning of Sustainable Large Sites aims to achieve higher sustainability outcomes on large site development through strategies that implement opportunities for low carbon energy, sustainable site design, green mobility and clean vehicles, sustainable rainwater management, enhanced solid waste diversion, and housing affordability and mix. These matters will be addressed either through the design of the development or will be provided for through required plans or strategies, with all to be implemented through the recommended conditions contained in Appendix B.

As part of the rezoning application, a Low Carbon Energy Supply Feasibility Screening Study dated July 20, 2012 has been submitted by Lighthouse Sustainable Building Centre with input from Cobalt Engineering Limited. Findings of this study suggest several feasible opportunities for reducing energy consumption, greenhouse gas (GHG) emissions and domestic hot water heating within the development. The most promising opportunities are the replacement of the existing inefficient natural gas boilers with a centralized high efficiency natural gas boiler plant for the new development and reduction of air leakage within existing buildings.

Technically and economically viable low carbon energy supply opportunities were not identified for this development given site-specific constraints and considerations. Conditions of rezoning are provided in Appendix B to ensure implementation of cost-effective measures to reduce energy consumption and GHG emissions in accordance with the city's energy efficiency and GHG reduction objectives.

A preliminary response, dated May 17, 2012, addressing the other components of the rezoning policy for Sustainable Large Sites has also been provided. More detailed information, including a Green Mobility and Clean Vehicles Strategy, a Sustainable Rainwater Management Plan, and a Solid Waste Diversion Strategy, will be required at the development permit stage.

PUBLIC INPUT

Public Notification: A rezoning information sign was installed on the site on January 31, 2011. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps). Two Open Houses were held: the first on May 31, 2011 was attended by approximately 160 people and the second on November 14, 2012 had approximately 106 people in attendance.

Public Responses and Comments: During the application review process, approximately 200 responses were received from the public, with the majority opposing the proposal. The key concerns raised include:

- Impacts of increased density on the livability of the West End.
- Loss of views and impact on property values.
- Decreased parking and more traffic congestion.
- Negative impact on heritage and architectural value of the sites.
- Need for a community plan prior to any further rezonings.
- Lack of affordability and the STIR Program.
- Lack of public benefits or amenities.
- Massing of the nine-storey building is out of character on the Beach Avenue site.

Those in support of the application commented on the following:

- Provision of needed new rental housing stock.
- Provision of more rental options, including townhomes.
- People living in units at street level will enhance the sites.

A more detailed summary of comments received from the public is provided in Appendix F.

Application Revisions: In response to feedback from the public and advisory committees, staff worked with the applicant to improve the neighbourliness and fit of the infill buildings. The current application incorporates a number of revisions to the original application as submitted on November 22, 2010, including:

- Along Beach Avenue, the massing and height of the proposed infill building was reduced, from five-storeys to four-storeys, to increase the permeability and reduce view impacts through the site.
- At Harwood and Cardero streets, the proposed mid-rise infill building was re-shaped to increase the setback from the adjacent tower.

- On the Harwood Street site, the footprint of the proposed infill townhouses fronting Harwood was reduced to create more separation from the adjacent properties, and townhouses were added along the lane frontage.

These changes resulted in decreases in the overall proposed floor area of the two sites of approximately 464.5 m² (5,000 sq. ft.).

PUBLIC BENEFITS

In response to City policies which address changes in land use and density in the downtown, the application offers the following public benefits, which the property owners of two sites are jointly responsible for providing.

Required Public Benefits

Development Cost Levies (DCLs) — Development Cost Levies (DCLs) collected from new development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The subject sites are in the City-wide DCL District where the rate for residential and commercial uses developed at a density greater than 1.2 FSR is \$121.96/m² (\$12.50/sq. ft.). As no DCL exemption is being sought under the provisions of the STIR Program in this application, it is anticipated that the new floor area of 9 290 m² (100,000 sq. ft.) associated with the proposed development on the two sites will generate DCLs of approximately \$1,249,913. DCLs are payable at building permit issuance and their rates are subject to Council approval of an annual inflationary adjustment which takes place on September 30th of each year.

Public Art Program — The Public Art Program requires all new rezoned developments having a floor area of 9 290 m² (100,000 sq. ft.) or greater to commission public art or provide cash in lieu. Public art budgets are based on a formula of \$1.81 times each square foot of area contributing to the total FSR calculation. With approximately 9 290 m² (100,000 sq. ft.) of new development proposed in the rezoning of these two sites, a public art budget of approximately \$181,000 would be anticipated.

Offered Public Benefits

Rental Housing: The applicant has proposed to build 133 units of secured market rental housing (unstratified) under the terms of the STIR program. The public benefit accruing from these units is their contribution to Vancouver's rental housing stock for the life of the building or 60 years, whichever is greater.

- **STIR Program:** 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 has been one of a number of City initiatives to sustain socially, economically and environmentally thriving communities. The STIR program encourages the development of new, secured market rental housing projects by offering to developers incentives to the extent necessary for such projects to be economically viable. One of the possible

incentives is a waiver of DCLs; other incentives include regulatory relaxations and priority application processing.

With the recent expiry of the STIR program, and following a review of the results of the program, Council adopted the Rental 100 Policy (Secured Market Rental Housing Policy). This policy continues to provide incentives for the development of secured market rental housing, focusing on projects in which 100 percent of the residential floor space is rental tenure (i.e. not mixed strata/rental projects).

- **Affordability** — One of the goals of the STIR program is to increase the supply of rental housing that is affordable to households seeking rental housing in the regular housing market. This application proposes a variety of types of rental units including studios, one-bedrooms, and two-bedrooms, which the applicant estimates will rent for a range of \$2.60 to \$3.00 per square foot per month, with specific rent levels varying depending on location within the building and unit size. This translates into the following monthly rents ranging from \$1,125 to \$1,310 for a studio, \$1,390 to \$2,600 for a one-bedroom, and \$1,900 to \$2,720 for a two-bedroom.

Table 3 compares proposed rents for units on the Beach Avenue site and the Harwood Street site to average market rents (average rents of rented condominiums and older West End rental stock) and to the costs of home ownership. A key goal of the STIR program was to create housing that is affordable to households that cannot afford home ownership. Staff have compared the anticipated monthly rents to the monthly costs of home ownership for the average priced units in the West End, using 2011 Multiple Listings Service data. The rental units in this project will provide an affordable alternative to homeownership, particularly for two-bedroom units that are suitable for families with children. Monthly costs of ownership are about 50 percent higher than the anticipated rents for studio and one-bedroom units and about 75 percent for two-bedroom units.

In comparing the applicant's proposed rents to prevailing market rents, the rents proposed are similar to or are marginally higher than the average costs for nearby rented condominiums; this can be expected given that rented condominiums tend to be newer housing stock, as the units proposed in this application will be. When compared to all rental stock throughout the West End and downtown, the proposed rents on these sites are higher (21 percent for studios, 27 percent for one-bedrooms and 18 percent for two-bedrooms); this, too, can be expected given the exceptional location of this site and the fact that the comparables include rental stock of all ages and conditions, the vast majority of which was built prior to 1975.

In summary, this STIR application is unique relative to other STIR applications that have previously been considered by Council. In this particular case, no regulatory relaxations are being provided and this is the first STIR application where a DCL waiver is not proposed. This application requests an incentive package consisting of increased density only. In fact, the waterfront location of these sites and the fact that this is an infill project on already developed sites means that this proposal actually generates a Community Amenity Contribution (see next section), which is also unique among STIR applications. The potential development of these 133 secured market rental units in a neighbourhood where the vacancy rate is about one percent, with minimal incentives required, distinguishes this application.

Table 3: Comparable Average Market Rents and Monthly Ownership Costs (CMHC and MLS Data)

	1600 Beach and 1651 Harwood Proposed Rents	Average Market Rent in Rented Condo Stock - Burrard Peninsula (CMHC)	Average Market Rent - West End/ Downtown (CMHC)	Monthly Costs of Ownership for Average-Priced Unit - West End ¹ (MLS 2011)
Studio	\$1,195	n/a	\$985	\$1,824
1-Bed	\$1,495	\$1,565	\$1,179	\$2,200
2-Bed	\$2,155	\$2,098	\$1,823	\$3,750

1. Monthly ownership costs are based on the following assumptions: average of all MLS sales prices in the West End in 2011 by unit type, 10% down payment, 5% mortgage rate, 25-year amortization, \$150-250 monthly strata fees, annual property taxes at \$4.05 per \$1000 of assessed value.

If this rezoning application is approved, the rental housing would be secured through Housing Agreements with the City, and would be subject to the conditions noted in Appendix B.

Community Amenity Contribution (CAC): In the context of Financing Growth Policy, the City anticipates the offer of a community amenity contribution (CAC) when sites are rezoned to address the resulting impacts of the rezoning. Contributions are evaluated and considered by staff in light of the increase in land value expected to result from rezoning approval. Real Estate Services staff have reviewed the applicant's development proforma. The review concluded that after factoring in the costs associated with the provision of market rental housing units, there would be a small increase in the land value as a result of the rezoning. For the two sites, a community amenity contribution of \$243,000 has been offered by the property owners and is considered to be appropriate. Staff recommend that the CAC be allocated to public benefits in the West End, and that the specific allocation be brought forward after the West End Community Plan process and associated public benefits strategy has been endorsed by Council. Payment of the CAC is a condition of zoning enactment.

Implications/Related Issues/Risk (if applicable)

*Financial **

As noted in the section on Public Benefits, the applicant proposes to contribute \$243,000 to the City as a Community Amenity Contribution (CAC), to be allocated after the West End Community Plan is complete. The applicant will be required to provide new public art on the sites, or to make a cash contribution for off-site public art, at an estimated value of \$181,000. The sites are subject to the City-wide Development Cost Levies (DCLs) and it is anticipated that the applicant will pay \$1,249,913 in DCLs. The proposed market rental housing, secured via Housing Agreements for the life of the buildings, will be privately owned and operated.

CONCLUSION

This proposal, if approved, will make a significant contribution towards housing priorities for the creation of purpose-built, for-profit secured market rental units for residents of Vancouver. It will contribute to the City's affordable housing goals by providing a net increase of 133 units to Vancouver's inventory of long-term market rental units. Staff assessment of this rezoning application has concluded that the form of development represents an urban design response that will contribute positively to the diversity of buildings, the landscape and the streetscape character of the neighbourhood and that the application is, therefore, supportable. The General Manager of Planning and Development Services recommends that the application be referred to Public Hearing together with the draft CD-1 By-laws as generally shown in Appendix A1 and A2, and with a recommendation that these be approved, subject to the Public Hearing, and subject to the conditions of approval listed in Appendix B, and approval in principle of the form of development as shown in plans included as Appendix H.

* * * * *

1600 Beach Avenue
PROPOSED 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.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ().
- 2.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 () and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Use, limited to Multiple Dwelling; and
 - (b) Accessory Uses customarily ancillary to the uses listed in this section 2.2.

Density

- 3.1 The maximum floor area allowed in CD-1 () shall be as indicated in the following Table 1:

Table 1

Floor Area existing prior to (date of enactment of CD-1 by-law)	Floor Area added as of (date of enactment of CD-1 by-law)	Total Permitted Floor Area
27 773.3 m ²	8 276.9 m ²	36 050.2 m ²

- 3.2 Computation of floor area added as of (date of enactment of CD-1 by-law) must include:
 - (a) all floors, including earthen floor, measured to the extreme outer limits of the buildings; and

- (b) stairways, fire escapes, elevator shafts, and other features which the Director of Planning considers similar, measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located.

3.3 Computation of floor area added as of (*date of enactment of CD-1 by-law*) 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 8% of the residential floor area being provided;
- (b) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
- (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, except that the maximum exclusion for a parking space must not exceed 7.3 m in length;
- (d) where floors are used for 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 base surface;
- (e) amenity areas accessory to a dwelling use, including recreation facilities and meeting rooms, except that the total excluded area must not exceed the lesser of 10% of the permitted floor area or 1 394 m²;
- (f) areas of undeveloped floors located:
 - (i) above the highest storey or half-storey and to which there is no permanent means of access other than a hatch, or
 - (ii) adjacent to a storey or half-storey with a ceiling height of less than 1.2 m;
- (g) floors located at or below finished grade with a ceiling height of less than 1.2 m;
- (h) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² for a dwelling unit, there is to be no exclusion for any of the residential storage space above base surface for that unit; and
- (i) bicycle storage at or below base surface, except there must be a secured and separate bicycle room equipped with bicycle racks capable of storing at least one bicycle for every four dwelling units.

3.4 The Director of Planning may permit the following to be excluded from computation of floor area:

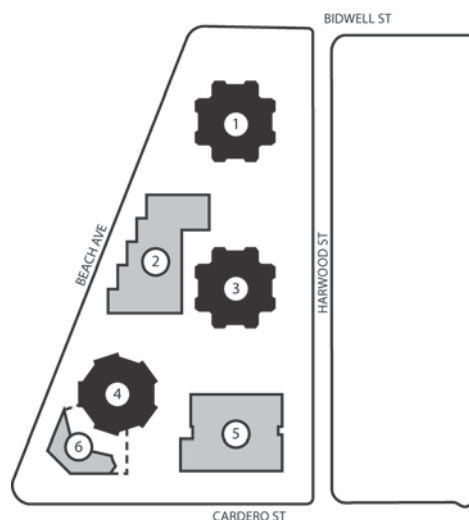
- (a) enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, subject to the following:

- (i) the total area of all open and enclosed balcony or sundeck exclusions does not exceed 8% of the residential floor area being provided; and
 - (ii) no more than 50% of the excluded balcony floor area may be enclosed.
- 3.5 The use of floor area excluded under section 3.3 and 3.4 must not include any purpose other than that which justified the exclusion.

Building height

4. Each of the buildings shown in Diagram 1, measured above base surface, must not exceed the corresponding height shown in Table 2.

Diagram 1: Building Height



LEGEND

- Building approved prior to (date of enactment of CD-1 by-law)
- Building approved as of (date of enactment of CD-1 by-law)

Table 2: Building Height

Building	Maximum Permitted Height
1	59.40 m
2	11.85 m
3	54.90 m
4	53.60 m
5	28.40 m
6	4.05 m

Horizontal Angle of Daylight

- 5.1 Each habitable room must have at least one window on an exterior wall of a building.
- 5.2 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.
- 5.3 Measurement of the plane or planes referred to in section 5.2 must be horizontally from the centre of the bottom of each window.
- 5.4 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.

5.5 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 (___).

5.6 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

7. 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

* * * * *

1651 Harwood Street
PROPOSED 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.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ().
- 2.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 () and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Dwelling Use, limited to Multiple Dwelling; and
 - (b) Accessory Uses customarily ancillary to the uses listed in this section 2.2.

Density

- 3.1 The maximum floor area allowed in CD-1 () shall be as indicated in the following Table 1:

Table 1

Floor Area existing prior to (date of enactment of CD-1 by-law)	Floor Area added as of (date of enactment of CD-1 by-law)	Total Permitted Floor Area
7 933.5 m ²	1 013.1 m ²	8 946.6 m ²

- 3.2 Computation of floor area added as of (date of enactment of CD-1 by-law) must include:
 - (a) all floors, including earthen floor, measured to the extreme outer limits of the buildings; and

- (b) stairways, fire escapes, elevator shafts, and other features which the Director of Planning considers similar, measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located.
- 3.3 Computation of floor area added as of (date of enactment of CD-1 by-law) 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 8% of the residential floor area being provided;
 - (b) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
 - (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 base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length;
 - (e) amenity areas accessory to a dwelling use, including recreation facilities and meeting rooms, except that the total excluded area must not exceed the lesser of 10% of the permitted floor area or 1 000 m²;
 - (f) areas of undeveloped floors located:
 - (i) above the highest storey or half-storey and to which there is no permanent means of access other than a hatch, or
 - (ii) adjacent to a storey or half-storey with a ceiling height of less than 1.2 m;
 - (g) floors located at or below finished grade with a ceiling height of less than 1.2 m;
 - (h) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² for a dwelling unit, there is to be no exclusion for any of the residential storage space above base surface for that unit; and
 - (i) bicycle storage at or below base surface, except there must be a secured and separate bicycle room equipped with bicycle racks capable of storing at least one bicycle for every four dwelling units.
- 3.4 The Director of Planning may permit the following to be excluded from computation of floor area:
 - (a) 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:
 - (i) the total area of all open and enclosed balcony or sun deck exclusions does not exceed 8% of the residential floor area being provided; and
 - (ii) no more than 50% of the excluded balcony floor area may be enclosed.

- 3.5 The use of floor area excluded under section 3.3 and 3.4 must not include any purpose other than that which justified the exclusion.

Building height

4. Each of the buildings shown in Diagram 1, measured above base surface, must not exceed the corresponding height shown in Table 2.

Diagram 1: Building Height

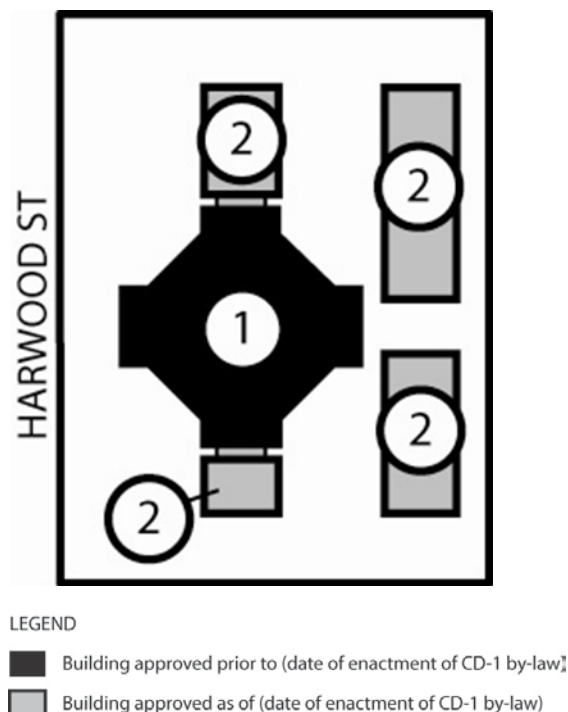


Table 2: Building Height

Building	Maximum Permitted Height
1	59.40 m
2	10.30 m

Horizontal Angle of Daylight

- 5.1 Each habitable room must have at least one window on an exterior wall of a building.
- 5.2 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.
- 5.3 Measurement of the plane or planes referred to in section 5.2 must be horizontally from the centre of the bottom of each window.
- 5.4 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.

- 5.5 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 (___).
- 5.6 A habitable room referred to in section 5.1 does not include:
- (c) a bathroom; or
 - (d) 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

7. 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

* * * * *

**1600 Beach Avenue and 1651 Harwood Street
DRAFT 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 FORM OF DEVELOPMENT

- (a) That the proposed form of development for each site be approved by Council in principle, generally as prepared by IBI/HB Architects, and stamped "Received City Planning Department, May 22, 2012", provided that the General Manager of Planning and Development Services may allow minor alterations to the 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 of each site, the applicants shall obtain approval of development applications by the General Manager of Planning and Development Services, who shall have particular regard to the following:

Urban Design

1600 Beach Avenue Site

- 1. Design development to the new buildings for a contemporary architectural character that is distinctive but complementary with the existing on-site residential buildings contributing to the incremental character of the built form and visual quality of the West End.
- 2. Provision of high quality material treatments.

Note to applicant: Consider passive design shading elements on the south and west facades to address solar heat gain. Detailed sections and elevations illustrating high quality material treatments are required.

- 3. Design development to the public realm and building interfaces to further engage and enhance the public experience, utilizing high quality materials contributing to the existing mature landscape streetscape character of the West End.

Note to applicant: Along Beach Avenue and Cardero Street, any new retaining walls, below grade slabs or privacy fences should be set back 0.9 m (3 ft.) from property lines.

- 4. Design development to the overall proportion of the building at Harwood and Cardero streets (Building B), to minimize its apparent bulkiness, in particular along the Harwood Street frontage.
- 5. Design development to enhance the amenity building at Beach and Cardero streets (Building D) as a special building element while also contributing to the

pedestrian experience and landscaped streetscape character of Cardero Street and Beach Avenue.

Note to applicant: Design development should consider a more pedestrian friendly corner and interface with the buildings. Consider circulation at the corner and adding a public resting space with street furniture, special paving and landscaping. Public art could also be considered at this corner.

1651 Harwood Street Site

6. Design development to the new buildings to develop a contemporary architectural character that is distinctive but complementary with the existing residential building while contributing to the character and visual quality of the West End.

7. Provision of high quality material treatments.

Note to applicant: Consider passive design shading elements on the south and west facades to address solar heat gain. Detailed sections and elevations illustrating high quality material treatments are required.

8. Design development for enhanced landscape treatments along the street and lane edges that contributes to the existing mature landscaped streetscape character of the West End.

Sustainability

9. Identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Gold, including a minimum of 63 points in the LEED® rating system, and, specifically, a minimum of 6 points under Optimize Energy Performance.

Note to Applicant: Provide a LEED® checklist confirming the above and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration of the project is also required under the policy.

Crime Prevention Through Environmental Design (CPTED)

10. Design development to respond to CPTED principles, having particular regards for:
 - (a) theft in the underground parking;
 - (b) residential break and enter;
 - (c) mail theft; and
 - (d) mischief in alcove and vandalism, such as graffiti.

Landscape

11. Design development to the entry court areas to mitigate conflicts between pedestrians and vehicles.
12. Provision of adequate soil depths for planting on slabs.

Note to Applicant: To ensure the long term viability of planting on slabs, soil depths must meet or exceed BCLNA planting standards. At the edges, new slabs should angle down to provide deeper soils. Planters on slab above parking areas should take advantage of opportunities to lower the slab, where possible, to create planters that extend above and below the slab.

13. Expansion and detailing of the urban agriculture program.

Note to Applicant: the urban agriculture component requires further design development. The overall number of garden plots and size of planters should be reasonable in proportion to total amount of outdoor space on sites. The metal planters proposed appear too small to have a presence and viability. Locate the garden plots strategically near amenity areas. Provide tool storage, hose bibs, compost bins, outdoor furniture and a starter plant list. Edible plantings may be integrated into the overall planting plan.

14. Repair and revitalisation of existing planters, where applicable.

Note to Applicant: the scope of work should include an investigation into the health of existing plants, planter soil health and membrane integrity.

15. At time of development permit application, the following:

- (a) Provision of a detailed Landscape Plan illustrating soft and hard landscape treatment.

Note to Applicant: the Landscape plan should include a planting plan listing common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. Illustrate and clarify all outdoor surface/paving materials, site furniture, lighting, trash receptacles, hose bibs, signs, retaining wall treatment, anti-skateboard guards (where applicable), parking vents, at-grade utilities, and public realm (building edge to the curb, street trees, lamp posts, fire hydrants, sidewalk treatment).

- (b) Clarification of "new" and "existing to be retained" landscape elements.

Note to Applicant: Clarify locations of existing on-site metal sculptures (2).

- (c) Provision of a Tree Plan, including dimensioned tree protection barriers.

Note to Applicant: Refer to Protection of Trees Bylaw (sec. 4.0, 4.3). A substantial number of new trees are encouraged; the tree plan should respond to the unique waterfront location with regard to location and species.

- (d) Provision of high quality landscape treatments.

Note to Applicant: Provide large scale sections [typical] through the landscaped areas, including the townhouse interface, the slab-patio-planter relationship, the lane interface and common areas.

- (e) Illustration of spot elevations to all outdoor areas (including top/ bottom walls), including offsite context spot elevations in proximity (such as the public sidewalks, inner boulevards and lanes, for example).

16. New street trees to be provided adjacent to the development site, to be shown on the development permit plans and confirmed prior to the issuance of the building permit.

Note to Applicant: Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan, "Final spacing, quantity, and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

17. Provision of an efficient irrigation system for all common outdoor planters (existing and new) and individual hose bibs to be provided for all patios (new construction) of 9.3 m² (100 sq. ft.) or greater. Specification notes and irrigation symbols to should be added to the drawing.

18. Design development to mitigate blank walls.

Note to Applicant: In consideration of CPTED principles, exposed walls should be textured to discourage graffiti. In addition, "vine pockets" can be located near the lane edge to establish plants on walls.

19. Provision of planting on city property along the streetscape edge, where space permits.

Note to Applicant: Expand the planting plan to fill the inside boulevard. Substitute hardy, layered planting for lawn, wherever possible. Refer to City of Vancouver Guidelines for planting on City boulevards.

Engineering

20. Delete the planter shown straddling the south property line of Lot A on Page RZ4.03 (note: this planter does not appear on any other view).
21. Clarification of any existing building encroachments onto the city street (indicated in Easement and Indemnity Agreement BB1120698 and reproduced on page RZ6.01) that are intended to be removed as part of the site development. If so, arrangements for discharge of related agreements are required following removal of the encroachments and in any event prior to occupancy of the first new building on the site.
22. Clarify existing and proposed garbage and recycling storage provisions and pick up operations for both sites. Additional on-site storage space is to be provided where necessary and pick up operations are not to rely on any on-street storage.
23. Arrangements for removal of all boulevard crossings (driveways) no longer required for access as a result of this site redevelopment.
24. Class A and B bicycle parking is required for all dwelling units on the site (existing and proposed) and where practical, for the bicycle spaces which will be provided in the existing buildings, electric outlets shall be provided all in accordance with Parking By-Law requirements.
25. Disability parking spaces are required in accordance with the requirements of the Parking By-Law for all existing and new dwelling units on the site.
26. Provision of a Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), completed to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any legal agreements required by this Strategy on terms and conditions acceptable to the City.
27. Provision of a Sustainable Rainwater Management Plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site.
28. Provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the complex.

Note to Applicant: The strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

Note to Applicant: An interconnected water service is required for this project. Please contact Engineering Water Design Branch for details.

Renewable Energy

29. Provide for any further feasibility studies and/or technical investigations required to confirm the economic and technical viability of the preferred approach(es) to reducing greenhouse gas emissions and energy consumption as presented in the Low Carbon Energy Supply Feasibility Screening Study, to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: If results of further analysis do not support the preferred approach to reducing energy consumption and GHG emissions then a suitable alternative shall be investigated and implemented, where available, to the satisfaction of the General Manager of Engineering Services.

30. Greenhouse gas emissions associated with space and domestic hot water heating of the development as a whole (including both new and existing components) shall be reduced by a minimum of 40% over a business-as-usual approach to space and domestic hot water heating, where business-as-usual takes into consideration the status of the existing buildings and mechanical system at the time of submission of the rezoning application as well as a typical approach to space and domestic hot water heating for new construction.

Note to Applicant: Measures to reduce energy consumption and GHG emission may include implementation of demand site management strategies (for example, reducing air leakage within existing buildings), low carbon energy supply, boiler replacement, etc.

31. The heating energy system for the development shall include a central energy plant serving all new and existing buildings within the development without the use of electric baseboard heaters, distributed heat generating equipment, or heat producing fireplaces. Detailed design of the energy system must be to satisfaction of the General Manager of Engineering Services.
32. Energy demand management measures described in the Low Carbon Energy Supply Feasibility Screening Study shall be implemented in accordance with an Implementation Plan to be provided by the Applicant prior to the issuance of development permit(s), all to the satisfaction of the General Manager of Engineering Services.

Heritage

33. Provision of a letter from the owner which supports bringing forward the addition of the Beach Towers site to the Vancouver Heritage Register.
34. Design development to reduce the size of the areas at the ground floor proposed to be infilled at the Laurier, MacDonald and Douglas Towers in order to maximize views through the site and beneath the towers.

35. Design development to the areas at the ground floor proposed to be infilled to ensure that the glazing is set back from the columns; that the glazing be reversible; and that the window treatments in these areas be consistent throughout.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owners shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development Services, 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 both such registered owners, make arrangements to be jointly and severally liable for the following for each of the sites, as applicable:

Engineering

1. Consolidation of East ½ of Lot 27, East ½ of Lot 28, West ½ of Lot 27, West ½ of Lot 28, East ½ of Lot 29 and West ½ of Lot 29, Block 63, District Lot 185, Plan 92 to create a single lot.
2. Discharge of any of the existing driveway crossing agreements made redundant through elimination of driveways as a result of this application, all prior to occupancy of the first new building on the site.
3. Provision of appropriate agreements to secure provision of and access from the street to the bicycle parking spaces that are being provided on the 1600 Beach Avenue site.
4. Provision of a Services Agreement, that facilitates a phased approach to development, to detail the on- and off-site works and services necessary or incidental to the servicing of the site (collectively called "the services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. The agreement shall include, but not be limited to the following provisions to the satisfaction of the General Manager of Engineering Services:
 - (a) no development permit will be issued for a building until the design of the services required for that particular phase of development are completed;
 - (b) no occupancy of any new buildings until the services required for that particular phase of development are completed; and
 - (c) shall include the following works to the satisfaction of the General Manager of Engineering Services:
 - i. Provision of pedestrian countdown timers at the intersections of Bidwell Street and Beach Avenue and at Cardero Street and Beach Avenue.

- ii. Provision of pedestrian level lighting on the west side of Cardero Street adjacent the site.
 - iii. Provision of corner bulges at the intersection of Cardero Street and Harwood Street on the sides of the street where parking is permitted.
 - iv. Provision of improved curb ramps on all corners adjacent the site and on the south side of Beach Avenue opposite the site.
 - v. Provision of widened concrete sidewalk on Beach Avenue adjacent the site to a minimum 2.4 m (7.87 ft.) in width.
 - vi. Provision of street trees adjacent both sites where space permits.
5. 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 are to be located on private property. 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.
6. Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.

Housing Agreement

7. Execute Housing Agreements pursuant to the Short Term Incentives for Rental (STIR) Program to secure all 118 residential units at 1600 Beach Avenue and all 15 residential units at 1651 Harwood Street, 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 and the Managing Director of Social Development.

Amenity Space

8. Execute an agreement satisfactory to the Director of Legal Services and General Manager of Planning and Development Services to secure access to the amenity space located at 1600 Beach Avenue for residents of 1651 Harwood Street.

Community Amenity Contribution

9. Deliver prior to enactment of the rezoning by-law the Community Amenity Contribution of \$243,000 which the developer has offered to the City.

Note: The Community Amenity Contribution is to be allocated to public benefits in the West End, with specific allocations to be brought forward after the West End Community Plan and the associated public benefits strategy has been endorsed by Council.

Public Art

10. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to applicant: Please contact Bryan Newson, Program Manager, 604.871.6002, to discuss your application

Soils Agreement

11. If applicable:

- (a) Submit a site profile to the Environmental Protection Branch (EPB).
- (b) 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.
- (c) Enter into a remediation agreement for the remediation of the site and any contaminants which have migrated therefrom 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 of the new 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 sites as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

1600 Beach Avenue and 1651 Harwood Street
DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

In Schedule C, Council adds:

Address	By-law No.	CD-1 No.	Parking requirements
1600 Beach Avenue	()	()	<p>Parking, loading and bicycle spaces in accordance with by-law requirements on <i>(date of enactment of CD-1 by-law)</i> except that:</p> <p>Class A loading shall be provided for all new dwelling units at a rate of 0.008 spaces per dwelling unit up to 300 units and at a rate of 0.006 spaces per dwelling unit over 300 units.</p>
1651 Harwood Street	()	()	<p>Parking, loading and bicycle spaces in accordance with by-law requirements on <i>(date of enactment of CD-1 by-law)</i> except that:</p> <p>Class A loading shall be provided for all new dwelling units at a rate of 0.008 spaces per dwelling unit up to 300 units and at a rate of 0.006 spaces per dwelling unit over 300 units.</p>

* * * *

1600 Beach Avenue and 1651 Harwood Street
STATEMENT OF SIGNIFICANCE

STATEMENT OF SIGNIFICANCE

Revisions in italics

revised 4 November 2011

BEACH TOWERS

1600 Beach Avenue & 1651 Harwood Street, Vancouver

Note: this SOS is prepared for Beach Towers Investments Inc. and IBI/HB Architects for municipal planning purposes. The consent of the owner must be secured for the SOS to be used for other purposes including possible listing on the provincial or federal registers of historic places.



Beach Towers is an apartment complex of four point towers on two sites – one an entire city block bounded by Beach Avenue, Bidwell Street, Harwood Street and Cardero Street and the other at 1651 Harwood Street - located in Vancouver’s West End overlooking English Bay.

The buildings are not listed on the Vancouver Heritage Register, but were identified in the City of Vancouver’s Recent Landmarks inventory in the “A” Category.



HERITAGE VALUE

Beach Towers is of heritage value for its role in the development of the West End, as a cultural landscape and for its architectural design.

In the post World War II era the West End of Vancouver was being rebuilt with higher density apartment buildings replacing many of the older single-family houses in what was once

amenities, the West End became a desirable place to live as an alternative to suburban life. Notions of countering urban sprawl with high-rise living close to downtown lead to the building of several towers in the West End in the late 1950's including *Ocean Towers (1956)* and *Imperial Apartments (1958)*, both single slab towers. The development of an entire city block, two acres in size, for *Beach Towers* allowed architect CBK Van Norman the latitude to plan a scheme with multiple point towers on a tiered podium which would become the largest and most prominent product of high density living at the time in Vancouver. The influence of Le Corbusier's planned cities and British post-war experiments in high-density residential communities can be seen at Beach Towers. Evident as well is brutalism, where concrete is an integral part of the architectural composition. Other influences cited by the architect were the twin towers and multi-use complex of Chicago's *Marina City (Bertrand Goldberg, architect 1959)* and high-rise apartments in Hong Kong which Van Norman visited.

As a cultural landscape, the arrangement and the design of the towers is strongly linked to the two level podium with paved plazas. The upper podium at the Harwood Street level is a large rectangular plaza with concrete pavers and surface parking, original to the design, where two of the towers are based. Stepping down to the lower level is a sawtooth-edged plaza raised above Beach Avenue where the third tower is located and connect to the upper level by a pedestrian bridge. Space between towers and the raised apartment floors atop tall glazed lobbies contribute to the livability on site and allow views between the towers for inland neighbours.

The plaza areas are surrounded by mature landscaping composed of perimeter concrete planters, lawns and trees. Combining a multi-level parkade and recreational amenities in the podium design promoted the livability and convenience of downtown high-rise living. The parkade and recreational amenities are visible along the Beach Avenue edge and the lower level recreational amenities are expressed by plaza level skylights. Fountains and two sculptures of steel tubing and brazed copper, designed by Lionel Thomas, are found in the plaza areas.

The architectural value of Beach Towers is related to the building's design and its prominent architect. Consisting of four towers, three on the original Beach Avenue fronting site (Laurier House, Macdonald House and Douglas House, built in 1962-65) and a fourth tower (Columbus House, across Harwood Street in 1968), they were built by Block Brothers of Alberta to designs by prominent architect CBK Van Norman with project architect Ojars Kalns. Van Norman was one of British Columbia's most noted modernist architects having designed the Customs House (demolished) and Burrard Building and was a keen promoter of modern development in downtown Vancouver.

The towers vary between 18 and 19 storeys with the Beach site towers covering an entire city block. They have distinct architectural expressions based on a similar sized floor plates. Laurier and Macdonald Houses at the upper plaza level are identical and have a cruciform plan with broad expanses of glazing, projecting concave shaped balconies and full height slender shafts of exposed concrete. Douglas House, at the lower plaza level, is based on a decagon in plan, while Columbus House has an octagonal floor plate. Both have broad full height vertical faces of exposed, ribbed concrete, tapering slightly from a broad base, and concave balconies forming the alternate facades.

The building's main heritage features include:

Cultural Landscape

- the complex's location occupying an entire city block
- siting and design accommodate grade change on site
- *configuration of podium base with point towers above and surrounding landscaping*
- *use of podium for paved plazas, parkade, surface parking and recreational amenities*
- arrangement of towers to take advantage of views beneath and between structures
- extensive plazas with concrete pavers, concrete and metal railings
- integrated landscaping with perimeter concrete planters and surrounding lawns and trees
- skylights which express the lower level recreational facilities
- *Lionel Thomas copper and steel sculptures and fountains*

Architecture

- use of two distinct expressions of tower forms
- composition of tower forms emphasizing vertical concrete shafts with intervening pattern of concave balconies
- materials and colour, textured ribbed concrete, gold anodized aluminum window frames *and metal railings*
- lower levels with sawtooth edge visible along Beach Avenue

REFERENCES

Kalman, Phillips, Ward. Exploring Vancouver. Vancouver UBC Press, 1993

Imredy, Peggy. "A guide to sculpture in Vancouver", pamphlet, 1980.

Interview with Oljars Kalns and review of original drawings and photos in his possession (R. Lemon, 5 August 2011)

Liscombe, Rhodri Windsor. The New Spirit: Modern Architecture in Vancouver, 1938-1963. Montreal: Canadian Centre for Architecture, 1997.

Read Jones Christoffersen, Structural Engineers, structural drawings for CBK Van Norman, 1964.

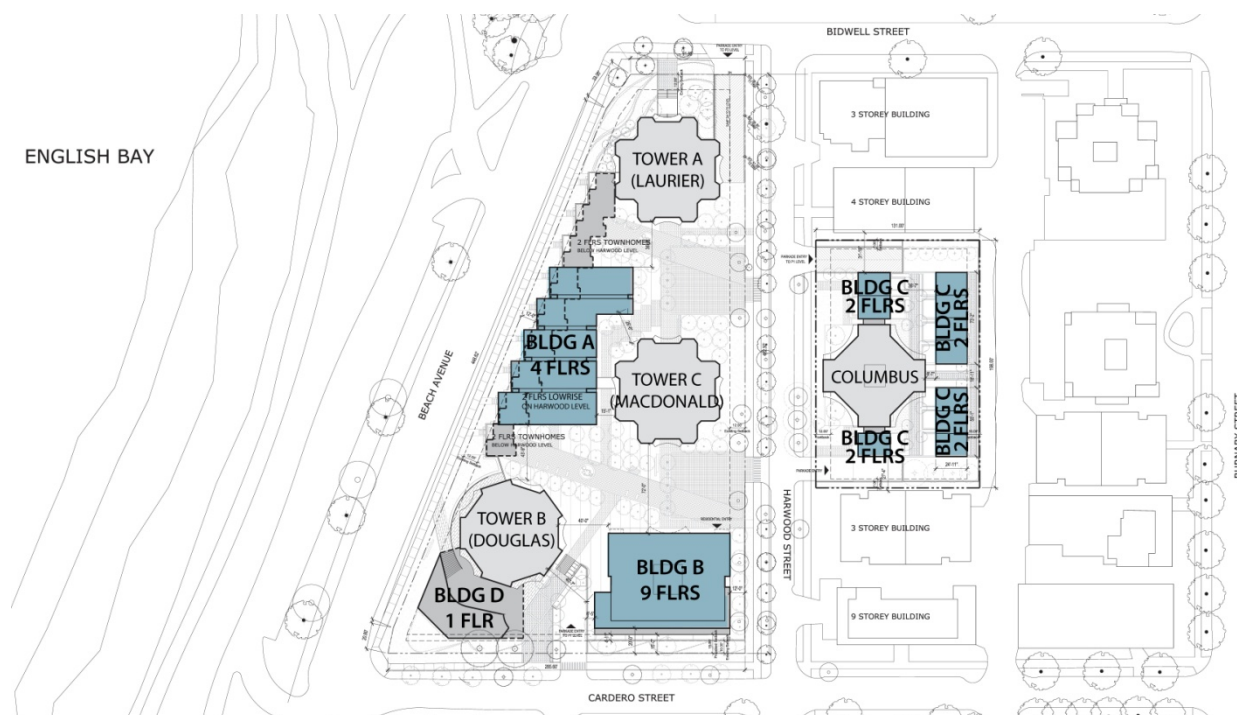
City of Vancouver heritage files and Recent Landmarks Inventory

1600 Beach Avenue and 1651 Harwood Street URBAN DESIGN ANALYSIS

The land area that is the subject of this rezoning application consists of two sites, namely 1600 Beach Avenue and 1651 Harwood Street. The 1600 Beach Avenue site is a full block site bounded by Beach Avenue, Bidwell, Harwood and Cardero streets. The 1651 Harwood Street site is a mid-block site located to the north of 1600 Beach Avenue.

The Beach Avenue site has an area of 8 334 m² (89,709 sq. ft.) with site dimensions fronting Beach Avenue of 153.3 m (503 ft.) and a Harwood Street frontage of 141.1 m (463 ft.). The site depth along Cardero Street is 87.2 m (286 ft.) narrowing to the Bidwell Street frontage of 28.0 m (92 ft.). The existing buildings on the site consist of three residential towers of 19-, 20- and 20-storeys with a maximum height of 59.4 m (195 ft.). The ground plane consists of hard and of open space treatments and includes two surface parking areas accessed off of the Harwood Street frontage. Below-grade parking is also provided on site with access from both Cardero Street and Bidwell Street.

The 1651 Harwood site has an area of 2 409.6 m² (25,938 sq. ft.) with site dimensions fronting Harwood Street of 60.4 m (198 ft.) and a site depth of 39.9 m (131 ft.). The existing building on the site consists of a single residential tower of 21-storeys with a height of 59.4 m (195 ft.). The ground plane consists of hard and soft landscape treatments with below-grade parking access provided from the Harwood Street frontage.



Context

The West End is a high-density, mature residential community. Its maturity results from the many older buildings, the incremental redevelopment that has occurred and the established landscaping and street trees. The blocks surrounding the subject site contain a variety of building types and heights with a minority of wood frame three- to four-storey apartments and a majority of concrete apartment buildings in the 10- to 22-storey range. This mix of low, medium and taller buildings is one of the aspects that give the West End its unique character. The existing residential towers on the two sites have been identified in the City of Vancouver's Recent Landmarks inventory in the "A" category.

Previous and Current Zoning and Guidelines

Zoning: Under the current RM-5A zoning, the maximum density permitted on these sites is a floor space ratio (FSR) of 2.2 FSR. The Beach Towers complex was, however, developed in the 1960's under the RM-4 zoning of that time, which allowed a maximum density of 3.35 FSR. The sites at 1600 Beach Avenue and 1651 Harwood Street were approved at an FSR of 3.32 or 27 773.3 m² (298,959 sq. ft.) and 3.31 FSR or 7 933.5 m² (85,398 sq. ft.) respectively, and are now con-conforming to the existing zoning. The District Schedule, applicable to these sites, was changed in 1989 to RM-5A.

The current RM-5A District Schedule permits a density of 2.2 FSR. This density may be increased by a maximum of 10 per cent, without rezoning (2.42 FSR), through a transfer of heritage floor space from a heritage density bank. In total, this translates to a development potential under present zoning of 20 168.2 m² (217,096 sq. ft.) for 1600 Beach Avenue and 5 831.3 m² (62,770 sq. ft.) for 1651 Harwood Street. Given the change in the zoning provisions both sites are deemed existing non-conforming.

Section 4.7.6 of the RM-5A District Schedule would also permit the Development Permit Board to increase density on this site in exchange for the designation and costs associated with on-site heritage-related restoration, subject to Council approval, and taking into account relevant design guidelines. However, this application seeks increases in density through the provisions of the STIR program and not through the heritage preservation provisions of the District Schedule. This application proposes an increase in the floor area of these sites by 9 290 m² (100,000 sq. ft.), for an overall floor area of approximately 44 996.8 m² (484,357 sq. ft.) or 4.2 FSR.

In terms of height, the RM-5A District Schedule specifies an outright height of 18.3 m (60 ft.) (six to seven storeys) but allows increases up to a maximum of 58 m (190 ft.) (10 to 22 storeys). The increase in height can be considered "provided that the livability and environmental quality of the surrounding neighbourhood is not unduly harmed and provided that the Development Permit Board first considers the intent of the District Schedule and all applicable policies and guidelines adopted by Council, the submissions of any advisory group, property owner or tenant, and the effects on public and private views, sunshine, privacy and open spaces."

West End Guidelines: In terms of building separation, the West End RM-5A Guidelines specify that a minimum separating distance of 24 m (78.7 ft.) should be provided between buildings exceeding 18.3 m (60 ft.) in height.

The Guidelines acknowledge that the West End is a diverse neighbourhood of building forms resulting from the existence of many older three- to four-storey buildings and a majority of concrete 10- to 22-storey buildings, and that it is a neighbourhood in which new architectural forms have been comfortably assimilated through the years.

Street character is an important attribute of the neighbourhood that contributes significantly to the West End image. Mature street trees and lush landscaping of front yards are major elements of this character. Building siting should respect and maintain streetscape continuity. Building character is commonly themed to emphasize a simple building massing.

Urban Design Assessment of Proposed Built Form

While the application proposes the addition of density of 1600 Beach Avenue to 4.31 FSR and of 1651 Harwood Street to 3.73 FSR, the first test in assessing a proposal seeking a substantial increase in density is to determine from an urban design standpoint if the site can, within its surrounding built context and zoning, accept the additional density appropriately. An analysis and assessment of the proposed form of development was conducted, including an assessment of any urban design impacts beyond that contemplated for development under zoning. The retrofit and insertion of new building components must also take into consideration the historical value and character-defining elements of the site as noted within the Heritage Statement of Significance (see Appendix D).

1600 Beach Avenue Site

Within this site the application proposes a number of new building and infill components.

- four-storey residential fronting Beach Avenue (Building A);
- nine-storey residential building located at the corner of Harwood and Cardero streets (Building B);
- one-storey amenity building located at the corner of Beach Avenue and Cardero Street (Building D); and
- enclosure of the existing towers' ground floor with amenity and rental office uses.

As noted in the Statement of Significance, one of the main historical features of the site and buildings is its cultural landscape. This includes the configuration of podium base with point towers above and surrounding landscaping; the use of the two-level podiums for an extensive paved plazas, parkade, surface parking and recreational amenities; and the arrangement of towers forms to take advantage of views beneath and between structures. The insertion of new building forms within this identified cultural landscape of building siting and open space is both a challenge and an opportunity to accommodate additional density with sensitivity and respect of the site.

Building A (fronting Beach Avenue)

Streetscape Character and Building Siting: The procession of towers along Beach Avenue is an example of a street character frontage defined by a grouping of buildings that create a consistent image that should be respected by new development. The existing frontage contains parking and amenity uses, dominated by the stepped saw tooth concrete plaza structure and simple mature hedging. The insertion of the proposed four-storey residential building acknowledges this unique variegated transition with a careful considered massing respecting the character defining attributes of this frontage. In addition, the inclusion of

ground oriented units will serve to activate and enhance the existing static but unique street frontage.

Building Siting and Open Space/Plaza: The insertion of new building forms within the site will modify the cultural landscape values associated with the plaza/podium and the podium towers, affecting the existing views from within the site and but also through the site to the west and southwest from the pedestrian realm of Harwood Street. Within the site, residents of the existing on-site buildings enjoy opportunities to access the open space of the plaza areas, including the existing steel sculptures and fountains along with the views to the south and southwest at an elevated level above Beach Avenue. Given the substantial spacing between the existing buildings this affords a very generous open space and opportunities for view slots through and from the site.

The insertion of Building A along the Beach Street frontage will modify the extent of the open space and views to the south enjoyed by the on-site residents. However, significant on-site open space remains, affording the on-site residents gathering and view opportunities along the Beach Street frontage on both sides of Building A. The dynamic view through the site experienced by the pedestrian walking along Harwood Street will remain but the width of these pedestrian view opportunities through the site will narrow providing focused view slots through the site between the buildings.

Building Separation and Neighbourliness: Building A siting and massing relationship to the existing towers results in only two floors of its upper massing at the plaza level. The existing tower's plaza level uses are amenity and lobby entries with residential units at the second level. The proposed building will have a minimal impact on the existing residential units within the existing towers.

Building B (at Cardero and Harwood streets)

Streetscape Character and Building Siting: The proposed building sited at the corner of Cardero and Harwood streets sits within a context of 15- to 22-storey towers, three- to four-storey low-rise buildings and an eight-storey building directly to the north. The existing open space of the site provides a surface parking area with a variety of modest mature landscaping along the Cardero and Harwood frontages.

The existing pedestrian experience along the Cardero Street frontage affords views down Cardero Street to Beach Avenue and westerly views across the surface parking areas between the existing tower buildings. The proposed building provides for a setback of 4.6 m (15 ft.), exceeding the RM-5A District Schedule minimum front yard requirement of 3.7 m (12 ft.).

Building Siting and Open Space/Plaza: While the insertion of this building will significantly reduce the existing pedestrian views through the site from the two street frontages, the proposal provides opportunity to enhance the landscape treatment while also providing a positive residential use interface with the street. As noted above, the insertion of Building A modifies the expanded pedestrian views from Harwood Street through the site; with the provision of Building B, the newly established framed view from Harwood Street will be strengthened.

Building Separation and Neighbourliness: To maintain the diversity of building heights, the Guidelines call for buildings between 18.3 m (60 ft.) and 33.5 m (110 ft.) in height to be separated from other buildings exceeding 18.3 m (60 ft.) in height by a minimum distance of

24.0 m (78.75 ft.). However these building separation distances may be decreased taking into consideration the intent of the guidelines which includes the relationship with the adjacent buildings in terms of view, privacy, light, open space or heritage.

Building B (28.4 m/93.3 ft./9 storeys) provides building separations of 12.2 m (40 ft.) from existing Tower A and 21.9 m (72 ft.) from existing Tower C. An assessment of the proposed reduced dimensions, given existing and proposed unit layouts confirms that in terms of view, privacy, and light access confirms that the proposed building will have minimal impact between the on-site existing and proposed residential units.

Building Siting and Private View Impacts: The provision of Building B will result in private view impacts for some residential units within nearby buildings across Cardero and Harwood streets that currently benefit from the site's surface parking area remaining undeveloped. However, these neighbouring buildings are of a low-rise scale or located a significant distance from the proposed building where some long distance view impact would be anticipated.

Along Harwood Street, Building B will have the greatest private view impact for the residents of Dianne Court (1315 Cardero Street). However the proposed building provides the RM-5A required front yard setback of 3.7m (12 ft.) generating a total building separation between itself and Dianne Court of approximately 24.3 m (80 ft.) exceeding the guideline recommended building separation of 24.0 m (78.75 ft.) satisfying the guideline criteria that addresses view, privacy, light and open space.

Shadowing: Measured at the equinox (March and September), the proposed building does not shadow any public open space but will trace the front yards of the existing apartment buildings along the north side of Harwood Street during the early afternoon. By mid-afternoon the length of the existing Tower A overlaps the proposed building shadow. The shadow impact generated from the proposal does not create any significant impact and falls within an acceptable range.

Building D (at Beach Avenue and Cardero Street)

Located at the corner Beach Avenue and Cardero Street, the base of Tower A contains existing area to be renovated and expanded within Building D for an expanded amenity area on the site. The existing amenity area under the podium structure will be displaced as a result of proposed Building A. While the amenity pavilion building utilizes a portion of the existing green space at the base of the tower, it maintains a generous 4.9 m (16 ft.) landscape setback, exceeding the RM-5A District Schedule requirement of 3.7 m (12 ft.). Pedestrian views along Cardero Street that have benefited from the existing tower setback have generally been maintained as the amenity structure has been well set into grade allowing for views over.

1651 Hardwood Street Site

Within this site the application proposes infilling of the ground plane with smaller building components along with some enclosure of the tower base as follows:

- three-storey townhouses along the Hardwood street frontage integrated into the base of the existing tower; and
- two-storey townhouses along the lane frontage.

Townhouses

Building Siting, Streetscape Character and lane Interface: In order to provide an attractive residential interface at the sidewalk, the minimum street setback called for in RM-5A is 3.7 m (12 ft.). The new three-storey townhouse components provide a generous front yard setback of 9.8 m (32 ft.) where a generous landscape treatment enhancing the streetscape character can be accommodated. The new two-storey townhouses at the rear of the site provide a 3.0 m (10 ft.) setback from the lane, exceeding the RM-5A 2.1 m (6.9 ft.) minimum requirement, but consistent with the existing alignment of adjacent buildings along the lane.

Building Siting and Neighbourliness: The insertion of new building forms within the site will modify the cultural landscape values associated with the towers sited within an open space. The existing open space surrounding the base of the tower consists of parking access, and hard and soft landscape areas. With respect to the townhouse relationship to adjacent buildings, a 7.6 m (25 ft.) side yard has been provided, significantly exceeding the RM-5A minimum requirement of 2.1 m (6.9 ft.).

Architecture: The proposed buildings illustrate a contemporary approach to architectural design, which is a supportable conceptual direction as it is generally desirable to have new components respect the historical fabric but not mimic it. Further design development is recommended to develop, for all of the new buildings, a distinct character from the existing buildings. Further design development is recommended to address the overall proportion of Building B to minimize its apparent bulkiness; to enhance the amenity building as a special building element (Building D); and to ensure the provision of high quality material treatments. In addition, further design development is recommended regarding the landscape treatment including the retention of the existing sculptural elements.

Conclusion: The proposed buildings at 1600 Beach Avenue are comparable to those found through the local area context. The resulting additional modest impacts on views and shadowing are within acceptable limits and staff conclude that the new buildings will not unduly harm the livability of the neighbourhood. The modest insertion of low-rise townhouses at 1651 Harwood Street will successfully integrate with the original tower structure and podium. Furthermore, the provision of the proposed built form along with enhanced landscaping, in lieu of existing surface and covered parking, will improve the environmental quality and streetscape character along the sites' frontages.

The refinement of the existing on-site open space, maintaining some pedestrian views through the site acknowledges and respects the visual amenity of the open space and plaza. In addition the careful placement of the new buildings successfully acknowledges the historic cultural landscape of the existing towers' siting within an open space and plaza.

Staff conclude, that subject to several detailed design improvements, that the proposed buildings will contribute positively to the diversity of buildings, the established landscaping and streetscape character of the West End neighbourhood.

* * * * *

**1600 Beach Avenue and 1651 Harwood Street
DRAFT PUBLIC CONSULTATION SUMMARY**

Public Notification

A rezoning information sign was installed on the site on January 31, 2011. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

A Community Open House was held on May 31, 2011 at the Coast Plaza Hotel. A notification postcard, dated May 6, 2011, was mailed to 431 surrounding property owners and an additional 2,015 postcards were sent as unaddressed ad-mail. Staff, the applicant team, and a total of approximately 160 people attended the Open House.

A second Community Open House was held on November 14, 2012, also at the Coast Plaza Hotel. A notification postcard, dated October 24, 2012, was mailed to 1,018 surrounding property owners, an additional 3,231 postcards were sent as unaddressed ad-mail, and an e-mail was distributed to West End community organizations and to those who requested further notification at the previous Open House. Staff, the applicant team, and a total of approximately 106 people attended the Open House.

Public Responses and Comments

Public responses to this rezoning application, as of January 7, 2013, have been received by the City as follows:

Original rezoning application dated November 22, 2010

- In response to the May 2011 Open House, 63 comment sheets were submitted (approximately 89% opposed/8% in favour/3% unsure).
- A total of 60 emails and online forms (approximately 91% opposed/9% uncertain)

Revised rezoning application dated May 22, 2012

- In response to the November 2012 Open House, 59 comment sheets were submitted, that included the following feedback regarding the various components of the proposal.

	Support	Non-Support	Unsure/Maybe
1. Beach Avenue: 4-storey building	17%	73%	10%
2. Harwood Street and Cardero Street: 9-storey building	12%	78%	10%
3. Harwood Street and lane: 3-storey and 2-storey townhouses	25%	58%	17%
4. Existing towers: Infill at base	34%	49%	17%
5. Beach Avenue and Cardero Street: 1-storey amenity building	32%	40%	28%

- A total of 16 emails and online forms from (approximately 75% opposed/6% support/19% uncertain).

Comments from those opposing the application cited the following concerns:

Density

Many commented that the West End, as well as the site's existing development, are already densely populated and, therefore, do not need further densification. Some were concerned with impacts to public infrastructure and services (i.e. schools, fire, ambulance, and library) since these services are already strained by the existing population. Some felt that livability in the area would decline with the increase of people, cars and pollution. A few property owners commented that they purchased in the area believing the area was fully developed.

Views/Air Circulation/Light

Many concerns were expressed over the loss of views as the new infill buildings would block existing view corridors. Some also felt there would be a loss of airflow and sunlight with the development of the existing open space areas, impacting health and quality of life.

Heritage / Architectural Value

Many felt the alteration of the existing site design would negatively impact the heritage and architectural value of the site as they see the view corridors and open space features as essential components to the character of the site. It was felt that the additions disrupted the desired effect by closing in the space and that the 4-storey addition on Beach Avenue would destroy the existing plaza level that serves as a community amenity for viewing events such as fireworks and parades.

Traffic/Parking

Many were concerned with the impacts to traffic and parking as they felt that additional density would result in a decrease in parking and increased congestion, including increased impacts during the already congested summer months; difficulties with commuting, business deliveries and emergency response times on the narrow streets; and limiting visibility, impairing the safety of pedestrians and cyclists.

Construction

Some have commented on the construction noise already occurring with other developments in the area, and were concerned with further noise impacts from another project under construction. Some were also concerned with dust and air pollution created by construction and having to live around it for a lengthy period of time. One person felt that the jackhammering and digging around the site would impact the water in the pool and destabilize the surrounding concrete, as well as, earthquake safety.

Noise

Some were concerned with noise impacts due to increased traffic, pedestrians, and overall population density. A few have commented on recent improvements to the parking lot and seawall and the resulting noise impacts they have been subject to, and have expressed concern of further noise impacts during construction if this application is approved.

Community Plan/Rezoning

Some have commented on the need for an updated West End community plan especially with concerns over the approvals of rezoning applications and high-density developments under construction within the neighbourhood. Some felt there should be no further changes to the existing zoning prior to completing a comprehensive plan.

Rental Prices/Cost of Living/Affordability

Some questioned why the City would subsidize housing on beach-front property, which they believe will lead to an increase in rental prices. A few commented that these were high-priced rentals and not what the community needs, nor does it solve the affordable rental housing issue.

Property Values

Some surrounding property owners were concerned that the loss of view, particularly of the water, would result in a decrease in property values. They also felt that the impediment to light and air, and being subject to looking at another building would also devalue their property as it would impact their livability.

Benefits/Amenities

A few have commented on the lack of benefits from this proposal and that amenities should be upgraded as the increased density will have a negative impact.

STIR Program

A few have commented that this project should not qualify for the STIR program, while others believe the STIR program uses taxpayers' dollars to pay for the development, and therefore benefits the developers at the cost of the community and residents.

Existing Beach Towers Development

A few have commented that the existing property has not been properly maintained and suggested that the existing buildings be renovated prior to any new additions. Additionally, a few were concerned with the proposed changes to the pool and hot tub, stating that they should be centrally located out of concern for the safety and health of seniors walking to the pool to use it, and that the proposed smaller pool would be less desirable.

Proposed 9-Storey Addition at Harwood St and Cardero St

A few felt the 9-storey addition was out of character with the other towers due to the large footprint, and suggested that increased height would be preferable with a slimmer tower form. Others had suggested that the 9-storey addition be lowered between 3 to 5 storeys and having the density spread throughout the site.

Other comments cited in opposition were:

- Loss of privacy
- Lack of notification
- Foreign ownership
- Safety and security issue due to more people and narrow spaces being created
- Seniors worrying/stressing over moving
- Small units promote transient neighbourhood
- FSR may be calculated incorrectly
- No public art contribution
- Too much car access
- Shadow impacts are not reflected accurately.

Other comments in support were:

- Increases the affordable housing stock
- New housing is needed and this provides more rental options

- Will enhance site with people living at street level
- Believe additions are with tenants in mind
- Townhomes would add a welcome addition to the West End.

* * * *

1600 Beach Avenue and 1651 Harwood Street
ADDITIONAL INFORMATION

1. Comments – Building Code Review

The following comments are based on the preliminary drawings prepared by IBI Group, dated November 22, 2010, for a proposed rezoning application. This is a preliminary review in order to identify issues which do not comply with the Vancouver Building Bylaw #9419 as amended (VBBL), and includes a review of Subsection 3.2.5. "Provisions for Fire Fighting".

- a) A building code analysis complete with a code compliance concept is highly recommended to determine how the buildings of this complex are classified and how the existing and proposed buildings are evaluated. For example, are these buildings considered as a single or multiple building(s), how is the underground parking structure being evaluated, and/or how the fire alarm system is affected or updated to accommodate the new building.
- b) All new construction and their associated areas of work shall conform to the current edition of the Vancouver Building Bylaw, which will likely require upgrading of the existing building. It is recommended that a code compliance concept, such as for life-safety and structural aspects, be reviewed and agreed upon with the City's building code review staff. It appears that an additional underground parking level is proposed, which requires geotechnical work below the existing garage structure.
- c) Fire Fighting provisions as per 3.2.5. For example, identify the fire department access routes and proposed travel distance to principal entrance of the various buildings. Locate and dimension the distance between fire hydrants serving the area and the location of the various fire department connections that serves the building or buildings.
- d) The new building(s) and floor areas below will be required to be provided with a fire suppression system.
- e) Manual pull stations are required at all exit doors and can be interpreted to include townhouse exit doors, as it is not explicitly excluded.
- f) The buildings can be classified as high buildings and are to conform to provisions of Subsection 3.2.6.
- g) Lobby Exits to conform with Article 3.4.4.2., such that residential units do not open directly into the lobby and that the travel distance do not exceed the prescribed limit. This applies to both the low and mid-rise buildings.
- h) Cross over floors are required in accordance with Article 3.4.6.17. for buildings deemed to be a high building.
- i) Exiting from the underground parking levels has not been fully reviewed, as the travel distance limits cannot be determined. Also, continuity of the fire separation for these exits may be missing and these existing and other unsafe conditions are required to be corrected.
- j) The residential townhouse units are to have exits in conformance with Section 3.3.4.4.(3); otherwise egress/exit doors are required on each level of the dwelling unit, which have access to two exits.

- k) The residential units are to conform to the Enhanced Accessibility requirements per Article 3.8.2.27.
- l) For the Mid-rise building:
 - i) A second means of egress is required for the level 01;
 - ii) Dead-end corridors exceed the permitted 6m length;
 - iii) The two exits for the upper floors do not meet the remoteness provisions outlined in Clause 3.4.2.3.(1)(a).
- m) For the Low-rise building:
 - i) Exit exposure condition for level 02 occupants using the exterior exit stair that travel past openings of the various fire compartments on level 01, as per Article 3.2.3.13.
 - ii) The two exits for the upper floors do not meet the remoteness provisions outlined in Clause 3.4.2.3.(1)(a)
 - iii) A standpipe is required for a building greater than four-storey in building height.
- n) For the Harwood Street Townhomes:
 - i) Clarify how exiting and access is achieved for the P1 level dwelling units.
 - ii) Clarify how exiting and access is achieved for the three-level townhouse. The path of travel appears to be accessible from a rear terrace and may exceed the travel limits.

*Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.

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.

2. Urban Design Panel (UDP) – Minutes

The UDP reviewed this rezoning application on the following dates:

- On September 21, 2011, the original application was not supported (4-6).
- On November 16, 2011, a revised application was supported (8-1).

UDP (September 21, 2011) – Evaluation: Non-Support (4-6)

Introduction: Ms. Molaro introduced the proposal to rezone the site from RM-5A to CD-1 to allow an increase in the density beyond that permitted under the current zoning. She gave an overview of the site noting that it was developed in the late 1950's. The rezoning is considered under the city-wide STIR initiative to increase the amount of rental stock within the city. Ms. Molaro added that the existing rental units on the site will be retained. Regarding the Green Rezoning Policy, the proposal needs to seek a minimum of LEED® Gold or equivalent, registration with CaGBC is also required but certification is not. Ms. Molaro explained that the rezoning proposal consists of two sites: Sub-area A (1600 block of Beach Avenue between Cardero and Bidwell streets) and Sub-area B (midblock

along Harwood Street, across from Sub-area A). The intent of the zoning is to permit a variety of residential developments with emphasis on achieving development with respect to streetscape character, open spaces, view retention, sunlight access and privacy. Ms. Molaro described the context for the sites noting the height of the surrounding buildings. She also gave a history of the site noting that Beach Towers is one of Vancouver's best known and iconic rental housing complexes. The existing complex has 607 rental units in the four towers on two sites. The existing towers range in height between 19 and 21 floors. The towers have distinct architectural expressions based on a similar sized floor plate, geometric floor plates (cruciform, octagon and decagon in plan, full height ribbed concrete walls and concave balconies). Ms. Molaro added that Beach Towers is on the City's recent Landmark List. While the application is not pursuing any heritage benefits, staff and the applicant are working together to have the sites added to the Heritage Register.

Ms. Molaro stated that the proposal will add 107,000 square feet of rental housing onto the sites (132 new units, 72 of which are two-bedrooms) and an increase of 102 parking stalls.

Sub-area A: This addition is for a four-storey building fronting Beach Avenue with two-storey townhouses filling in the frontage of the existing parking structure. The upper two storeys of massing will be pulled back to help maintain the slot views through the podium from Harwood Street. The larger building will be nine-storeys along Harwood Street with setbacks that will maintain the street views and views for the residents in the Dianne Building down Cardero Street. The amenity space, including a fitness centre and indoor pool, will be located in a below grade pavilion at the corner of Cardero Street and Beach Avenue. The existing outdoor pool will be removed.

Sub-area B: This addition is modest with two-storey townhouses attached on both sides of the tower along with another at the rear of the tower.

Ms. Molaro added that the ground plane landscape treatment will be upgraded throughout the sites with material treatments to unify the proposal.

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

Taking into consideration aspects of the neighbourhood context that includes streetscape character, open spaces, view retention, sunlight access and privacy, including the following specific aspects, is the development proposal a supportable urban design response for these sites that have been added to the recent landmark list:

Sub-area A: (four-storey townhouses along Beach Avenue, nine-storey block along Cardero Street and amenity space at the corner of Cardero Street and Beach Avenue:

- Overall buildings(s) sitting, form and massing
- Buildings(s) - height and bulk
- Relationship and proximity with existing one-site buildings - building site coverage and open space
- Buildings(s) sitting and neighbourliness including:
 - The Beach Avenue frontage and podium interface response
 - Cardero Street setback and public views down Cardero Street
 - Views from the Harwood Street public realm through the site across podium to English Bay
- Neighbourly view and shadow impacts

- Overall increase in density
- Increase from 3.4 FSR to 4.5 FSR
- Podium - reduction in podium open space and landscape treatments.

Sub-area B: (three-storey townhouse along Harwood Street and two-storey townhouse at the rear of the site)

- Overall building(s) siting, forms and massing:
 - Building(s) interface with adjacent properties
 - Overall increase in density.

Increase from 3.53 to 4.07 FSR

- Podium - reduction in podium open space and landscape treatments

Combined density (Sub-area A and B) increase from 3.42 to 4.35 FSR

LEED® Gold Strategies (LEED® Gold and registration with CaGBC required)

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

Applicant's Introductory Comments: Martin Bruckner, Architect, further described the proposal and indicated that lately they have been working with the West End Mayor's Advisory Committee on the relevance of this type of development in the West End. He stated that the infill project was for new rental stock and that it would help revitalize the rental that already exists on the sites. Part way through their process they became aware that the four towers would be added onto the Heritage List of recent buildings. They changed some of their massing ideas to reflect the heritage character that already exists on site. Currently Sub-area A has a parking lot with landscaping at the corner of Cardero and Harwood streets, and they thought this was an obvious spot to add density. The mid-rise building will have a similar height to the adjacent Dianne Court building, and they also propose the massing to be stepped at the top. On Beach Avenue the front is heavily landscaped and they thought there was an opportunity to improve the area with townhouses and two floors of suites above the townhouses. The first phase of the project will be to build a new pool and recreation facility at the corner of Cardero Street and Beach Avenue and to remove the existing outdoor pool.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

Sub-area A:

- Design development to Building B;
- Consider inserting a break in the townhouse/apartment massing along Beach Avenue;
- Design development for a more significant separation between Tower A and Building B;
- Design development to Building B to improve the expression, height and location;
- Design development regarding landscaping to keep a more "park like" expression.

Sub-area B:

- Design development to the townhouses along Harwood Street.

Related Commentary: The Panel did not support the proposal noting that it was a challenging project but felt that there was still more work to be done on the design.

The Panel agreed that the applicant had taken a lot of effort to mitigate view blockage and deal with existing conditions. As well the Panel supported the proposed amount of density being generated by the proposal, as long as they were able to address the Panel's concerns. They also supported the amount of rental being added under the STIR program. A couple of Panel members suggested that the proposal needed to have a uniqueness of its own that shows off the prominence of this site, and reinforces the West End's density and the people who live there.

The Panel noted that because of the existing parkade that runs along Beach Avenue that creates a poor urban condition, the addition of the row townhouses would improve the condition. However, a number of the Panel members thought the length and height of the upper two floors was a concern. They wanted to see it be more in keeping with the scale of the street, and the open through-view to the ocean concept established by the existing towers, and some thought there needed to be a break to the relentless zig zag pattern.

Some Panel members supported the setback on Cardero Street and thought it was respectful of the buildings to the north. However, they thought the proximity to Tower A was tight and suggested that the corner could be shaped so that aspect was improved on the southwest corner of the nine-storey block. They also thought the building was too low and squat and was also not in the right location. Most of the Panel would support a taller, skinner tower. Most of the Panel agreed that the nine-storey block needed some design development and a form that responded better to the existing towers and they wanted it to be more sympathetic to the heritage towers. Some Panel members suggested it could be better articulated and that if moved closer to Cardero Street, it would improve the current problems relating to Tower A.

The Panel agreed that the most concerns were with Sub-area B, particularly with the townhouses that are being added along Harwood Street. One Panel member mentioned that they seemed to be tacked on and didn't seem to be integrated into the design of the existing tower. It was also suggested that the density could be moved to the west side of the lot where there was more room. Another Panel thought the unique experience along Harwood Street was at risk. Several panel members suggested that if the townhouses were to physically attach themselves to the existing tower, then some form of an architectural reveal or slot in the massing was required. Another panel member urged the applicant to try and match the depth dimension of the townhouses to the prominent solid wall element of the existing tower.

A number of Panel members commented on the landscaping along Beach Avenue as being "park like" that connects the waterfront to the city and bringing the new topology up against the sidewalk makes the landscaping even more critical. They thought the units needed to be setback as far as possible to allow for a sense of spaciousness along the sidewalk. One Panel member suggested there needed to some semi private spaces created.

The Panel thought the new amenity space on the corner was a clever idea but needed to go further. One Panel member said he didn't support the setback along Cardero Street, as it privileges the private views of the Dianne building too much, and that this was causing the interface problems between the proposed Building B and existing Tower A. By moving Building

B further to Cardero Street, it could improve this interface problem, and perhaps open up the through-view to the ocean to the west of the building as seen from Harwood Street.

Applicant's Response: Mr. Bruckner said they appreciated the Panel's comments and thought they had suggested some good ideas. He added that they want the project to be successful.

UDP: November 16, 2011 – Evaluation: Support (8-1)

- **Introduction:** Anita Molaro, Development Planner, noted that the Panel previously saw the application on September 21st and at that time the panel did not support the proposal. Ms. Molaro gave an overview and explained that the proposal is to rezone the site from RM-5A to CD-1 to allow an increase in the density beyond that permitted under the current zoning which is limited to 2.2 FSR. The existing sites have an FSR of 3.42. Under this proposed, the FSR is proposed to increase in density to 4.33. The previous version that the Panel saw in September was 4.35, so there is a slight reduction in floor space for this proposal. Ms. Molaro described the Policy Context noting that the rezoning can be considered under the city-wide STIR initiative to increase the amount of rental stock within the city. She added that the existing rental on the site will be retained. There is a Green Rezoning Policy where a minimum of LEED® Gold, or equivalent, is required, and registration with CaGBC is now a requirement for this rezoning. The applicant has indicated that they can achieve 60 minimum points for LEED® Gold.

The rezoning proposal consists of two sites, Sub-area A (1600 block of Beach Avenue) and Sub-area B (midblock along Harwood Street). Both sites are currently zoned RM-5A and the intent of the base zoning is to permit a variety of residential developments, with emphasis being placed on achieving development that is compatible with neighbourhood development with respect to streetscape character, open spaces, view retention, sunlight access and privacy. The proposal varies from the provisions of the base zoning by increasing the FSR which is administered through a CD-1 zoning, while the urban design intent of the base zoning is still applicable.

Ms. Molaro described the surrounding context for the site noting the higher buildings in the area. She explained that the Beach Towers was built in the 1960's and is one of Vancouver's best known and iconic rental housing complexes. The existing complex has 607 rental units in the four towers on the two sites. The existing towers range in height between 19 to 21 floors. The towers have distinct architectural expressions based on a similar sized floor plate, geometric floor plates (cruciform, octagon or decagon in plan, full height ribbed concrete walls, and concave balconies.

Beach Towers is on the City's Recent Landmark List. While the application is not pursuing any heritage benefits (i.e. additional density in exchange for heritage upgrade/retention), staff and the applicant are working together to have the sites added to the Heritage Register.

The Panel did not support the proposal the last time. They raised a number of issues, primarily focused around massing of the Beach Street frontage and the proximity to the two towers. The Panel suggested that one way to address this was to consider inserting a break in this length. The Panel also thought there needed to be more design development for a more significant separation between Tower A and Building B. As well, design

improvements to Tower B to improve the expression, height and location, and design development to the landscaping to keep a more 'park like' expression. The Panel asked for further design development to the townhouses along Harwood Street as well and on Sub-area B the Panel generally supported the amount of density being proposed if the proposal could address these concerns.

Ms. Molaro described the changes since the Panel's last review noting there was a reduction of 2,000 square feet in the FSR. On Sub-area A, the four storey building fronting onto Beach Avenue (no change in the height) but changes to its footprint. There has been an increase in the separation of the massing addition on the podium from the existing towers. On Tower A this separation was about 30 feet and has been increased to about 44 feet. On Tower B the increase is from 24 feet to 36 feet. This results in an overall decrease in length of the upper massing from 151 feet long to 126 feet.

Building B, the nine-storey building on Cardero Street, has a proposed height of 102 feet at the lowest point to the top of the elevator overrun. That has not generally changed from the previous proposal. The guidelines call for a setback of 24 m (79 ft.) for those buildings greater than 60 feet and less than 110 feet in height from other buildings that are also greater than 60 feet and less than 110 feet in height. However the guidelines also say this can be reduced considering the intent of the guidelines and the relationship with adjacent buildings in terms of views, privacy, light, open space or heritage.

In response to the Panel's concerns with the proximity of the Building B with Tower A, the applicant has increased the separation between the tower from 25 feet to 40 feet at the upper level. There has also been a slight change in the building footprint but the setback between Building B and Tower B is the same as previous at 72 feet.

There is also a change with the setback along Cardero Street. Previously, the proposal had a 25 feet setback. It is now being proposed to reduce that to a setback of 10 feet (referencing the existing retaining/parkade wall) a setback of 15 feet to the residential units at the lower podium floor, and stepping back again at the third level to 20 feet.

The final building on Sub-area A, Building D, the amenity space at the corner, has generally remained the same. On Sub-area B, the various townhouse units have been reconfigured. Previously, they were groupings of three units located on each of the blank brick walls of the existing tower. Two have remained facing on Harwood Street but a longer group of townhouses have been provided along the lane.

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

Taking into consideration aspects of the neighbourhood context that includes streetscape character, open spaces, view retention, sunlight access and privacy, including the following specific aspects, is the development proposal a supportable urban design response for these sites that have been added to the recent landmark list:

Sub-area A: (four-storey townhouses along Beach Avenue, nine-storey block along Cardero Street and amenity space at the corner of Cardero Street and Beach Avenue):

- Overall buildings(s) sitting, form and massing
 - Buildings(s) - height and bulk

- Relationship and proximity with existing one-site buildings - building site coverage and open space
- Buildings(s) sitting and neighbourliness including:
 - The Beach Avenue frontage and podium interface response
 - Cardero Street setback and public views down Cardero Street
 - Views from the Harwood Street and public realm through the site across podium to English Bay
 - Neighbourly view and shadow impacts
- Overall increase in density
 - Increase from 3.4 FSR to 4.5 FSR
- Podium - reduction in podium open space and landscape treatments

Sub-area B: (three-storey townhouse along Harwood Street and two-storey townhouse at the rear of the site)

- Overall building(s) siting, forms and massing:
 - Building(s) interface with adjacent properties
- Overall increase in density

Increase from 3.53 to 4.07 FSR

- Podium - reduction in podium open space and landscape treatments

Combined density (Sub-area A and B) increase from 3.42 to 4.35 FSR

LEED®^M Gold Strategies (LEED®^M Gold and registration with CaGBC required).

Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Martin Bruckner, Architect, described the changes since the last review noting that they have taken the saw tooth effect to the massing of the townhouse units along Beach Ave. They have reduced the townhouses from six to five above the second floor (landscaped podium level). They have improved the view through the site for the neighbours to the north and also for pedestrians coming down Harwood Street. The saw tooth is the reflection of the orthogonal grid of the west end street pattern against the geometry of Beach Ave. The mid-rise is a nine-storey building with a rectangular expression giving it a simpler articulation of walls, windows and balconies. There are some solid concrete walls echoing the walls in the heritage towers. There is a generous view corridor down Cardero Street. The biggest massing change is to the townhouse approach on the Columbia House site. They are two-storey townhouses and are a floor lower, with access at grade so that the occupants will be able to have access through the existing landscaped courtyard. The units on the lane will have their principle windows into the courtyard for more privacy. They have increased the separation of the new units from the existing buildings which have a whole series of principle windows looking into the site.

Mr. Bruckner noted that they are introducing a new parking level in the new building with access under the new building. The parking will replace the current surface parking. The mid-rise has been reshaped along Cardero Street and the separation has been increased between this building and the existing building.

Cameron Owen, Landscape Architect, described landscape elements noting they have chosen to celebrate the relationship between the buildings that provide access for

pedestrians as well as view access through the site to English Bay. These elements include vehicular entry courts, which will also double as amenity strips for residents on the site. They feature the existing heritage sculptural pieces and will be relocated into the corridor public realm areas. They have also included community gardening in raised planters. As well, a children's play area is included with some seating located at important view-points. A green roof is planned for the roof of the amenity building. New paving materials are proposed along with additional trees.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Design development to Building B to be more distinct in character from the existing buildings while also addressing its overall proportions and bulkiness;
 - Design development to the ground plane to maintain its porosity including the relocation of the existing public art sculpture while simplifying the ground plane patterned geometry
 - Design development regarding bicycle circulation on the site;
 - Consider improving the parkade wall with new materials;
- **Related Commentary:** The Panel supported the proposal and thought it was much improved since the last review.

The Panel thought that removing one of the Beach Avenue townhouse modules had helped to open up the space. They appreciated that the diagonal view lines had been improved. The Panel also appreciated the new proposed laneway townhouse in Sub-area B. The Panel thought the scalloped balconies on Building B were too literal in reference to the existing heritage tower, and thought it should be part of the family rather than taking a literal approach to the existing towers. The Panel did not support attaching townhouses to the tower noting that the tower should be simple like the other towers and suggested that the density could be deployed elsewhere on the site.

The Panel thought the Building B still needed some design development as they thought the proportions were still too heavy.

Although the Panel generally supported of the amenity building last time, some Panel members thought some design development could make it an interesting component on the site. One Panel member suggested it could be a real jewel but needed some further attention.

The Panel thought that the move to preserve the parkade wall was not the right move. They thought that since it was a new building it should give a new expression for the parkade entrance/walls.

Several Panel members noted that the landscape and architectural treatment needs to be of a high quality and that some work still needed to be done to get to the high quality standard that is required on this prominent site.

Several Panel members suggested that the applicant needs to take a closer look at bicycle circulation on the site including how to get to the bike lockers and getting back up to the ground plane.

The Panel supported the landscape plans but thought the diagonals in the ground plane could be simpler, with one Panel member noting that the paved diagonals in the entry court might be confusing and suggested changing the surface materials. Most of the Panel thought the placement of the public art should be reconsidered, and that the existing fountains should be used as a form of place making on the ground plane.

- **Applicant's Response:** Mr. Bruckner said they appreciated the Panel's comments and would take them under consideration as they try to make the scheme better.

3. Vancouver Heritage Commission (VHC) – Minutes

1600 Beach Avenue /1651 Harwood Street (Beach Towers)

Not listed on VHR but identified as a potential "A" in Recent Landmarks Study

The VHC reviewed this rezoning application on the following dates:

- On June 20, 2011, the original application was not supported.
- On November 14, 2011, the revised application was supported with additional recommendations.
- On February 13, 2012, the VHC reserved its support for the infill additions to the existing towers subject to further design development.

VHC: June 20, 2011

Staff and the applicants presented the application and responded to questions.

Applicant: Martin Bruckner, IBI/HB Architects
Robert Lemon, Robert Lemon Architect
Attachments: Rezoning application booklet including Draft Statement of Significance
Staff: Marco D'Agostini, Senior Heritage Planner
Karen Hoese, Rezoning Planner

MOVED by Terry Brunette
SECONDED by David Cuan

THAT, the Vancouver Heritage Commission (VHC) does not support the application to rezone 1600 Beach Avenue and 1651 Harwood Street from RM-5A (Multiple Residential) District to Comprehensive Development (CD-1) District, as presented at the June 20, 2011, VHC meeting, noting the following items to be addressed:

- Updating the Statement of Significance to include additional consideration of character-defining elements, the cultural landscape of the tower plaza and primary source materials such as the original drawings;
- Including nomination to the Heritage Register and designation of the towers and site;
- Establishment of a conservation and maintenance plan;

- Revision of the new eight-storey tower to re-examine setbacks and height, and
- Revisiting the design of the three-storey massing of the low-rise suites on Beach Avenue.

CARRIED UNANIMOUSLY

VHC: November 14, 2011

Applicant: Martin Bruckner, IBI/HB Architects
Robert Lemon, Robert Lemon Architect
Staff: Marco D'Agostini, Senior Heritage Planner
Karen Hoese, Rezoning Planner
Staff and the applicant provided an overview and responded to questions.

Issues:

- (i) Revised Statement of Significance; and
- (ii) Do proposed revisions address previous comments and the heritage values of the site?

MOVED by Terence Brunette
SECONDED by Orville Lim

THAT the Vancouver Heritage Commission supports the revised Statement of Significance at 1600 Beach Avenue/1651 Harwood Street, Beach Towers, as presented at the November 14, 2011, meeting.

FURTHER THAT the Commission supports the proposed revisions to the site with the following recommendations:

- design development to reduce the height of the proposed townhouses to maintain the consistency in the height profile of the Plaza Podium along Beach Avenue;
- design development to the midrise tower proposal at Cardero and Harwood to review the curved balcony detail; and
- encouragement to pursue Designation and a Conservation Plan.

CARRIED UNANIMOUSLY

VHC: February 13, 2012

Applicant: Martin Bruckner, IBI Architects
Robert Lemon, Robert Lemon Architect Inc.
Staff: Marco D'Agostini, Senior Heritage Planner

Staff and the applicant provided an overview and responded to questions.

Issues:

- (i) Proposed infill/enclosure at the base of the towers.

MOVED by Kim Maust
SECONDED by Richard Keate

THAT the Vancouver Heritage Commission reserves its support for the modern infill additions to the Douglas House, MacDonald House, Laurier House and Columbia House, located at 1600 Beach Avenue and 1651 Harwood Street, Beach Towers, as presented at the February 13, 2012, meeting and asks to see further design development.

FURTHER THAT the Commission requests the infills be setback from the characteristic columns.

FURTHER THAT the Commission asks the applicant to consider making the infill pieces as reversible as possible and that the window treatments to the interiors of the complex be made consistent.

CARRIED UNANIMOUSLY

4. West End Mayor's Advisory Committee (WEMAC) Community Priorities Scorecard September 15, 2011

WEMAC reviewed this rezoning application on September 15, 2011, and issued the following Rezoning Application Community Priorities Scorecard.



West End Mayor's Advisory Committee (WEMAC) Rezoning Application Community Priorities Scorecard

Purpose

This scorecard is used by WEMAC when conducting reviews of rezoning application proposals. The content of this scorecard was developed based on the results of the West End Priorities Survey completed in June 2011 and the subsequent interim report that was issued to the Office of the Mayor on July 20, 2011 (*Community Priorities for the West End*). The scorecard does not provide an approval recommendation for specific developments but does provide a point and overall score of how the proposed development meets the priorities of the West End community as defined by the data of the priorities survey.

Scorecard Priority Criteria				
Housing	Design	Livability	Public Space & Facilities	Value Added: Bonus Points
Survey respondents were asked to rank the three (3) housing issues that are most in need of improvement and/or more resources in the West End. Based on the top responses provided and their relevance to the review of rezoning applications, the following priorities are being considered.	Survey respondents were asked to identify from a list of nine (9), the top five (5) design ideas that should be most favoured for the West End. Based on the top responses provided and their relevance to the review of rezoning applications, the following priorities are being considered.	Survey respondents were asked to identify from a list of seventeen (17), the top seven (7) reasons they choose to live in the West End. Based on the top responses provided and their relevance to the review of rezoning applications, the following priorities are being considered.	Survey respondents were asked to identify from a list of twenty-three (23), the top seven (7) public facilities that are most in need of more resources and/or improvement. Based on the top responses provided and their relevance to the review of rezoning applications, the following priorities are being considered.	Throughout the survey responses there were additional common themes and issues identified that were of significance to the West End community. Based on those identified and their relevance to the review of rezoning applications, the following additional items are being considered as additional value to the community. The reviewer may also choose to award bonus points for other unique features which are deemed to be relevant and of priority to West End residents.
Order of Priority (in ranked order)				Bonus Considerations
1. Increase rental stock 2. Increase subsidized housing 3. Increase co-op housing 4. Increase family housing 5. Live/work spaces	1. Retain heritage buildings 2. Open spaces, landscaping 3. Designs that complement surroundings 4. Buildings setback from sidewalks 5. Maintain height guidelines.	1. Walkability 2. Safety 3. Affordable rental housing 4. Pet friendly 5. Senior friendly	1. Green space 2. Public gathering spaces 3. Community gardens 4. Food scrap composting	1. Vibrant Street Life 2. Mix of commercial & residential 3. Laneway park 4. Child care 5. Senior centres 6. Community amenity space 7. Other

West End Community Priorities Scorecard Report

Development Application Name: REVISED Rezoning Application - 1600 Beach Avenue and 1651 Harwood Street

Application Date subject to this review: Revised Application September 14, 2011

Date of WEMAC Review: September 15, 2011

Priority	Score	Comment
Housing	38/50	<ul style="list-style-type: none">- Support increase in rental and family housing for the community.- Support diversity of housing options
Design	18/25	<ul style="list-style-type: none">- Zig-zag design of townhomes reflects existing building style- WEMAC encourages the applicant to choose final materials and finishes that will complement design and look of current buildings on site.
Livability	10/15	<ul style="list-style-type: none">- WEMAC encourages the applicant to increase safety components wherever possible.- WEMAC encourages the applicant to increase pet friendly options.- The streetscape will be improved by this development.
Public Space & Facilities	5/10	<ul style="list-style-type: none">- WEMAC encourages the applicant to consider increasing tenant and access to green space. i.e. rooftops- WEMAC encourages the applicant to consider the addition of community garden space to the site.
Sub-total	71/100	Note: This scorecard should be considered with reference documents: <i>WEMAC Community Priorities Scorecard</i> <i>Community Priorities for the West End: Interim Report to Mayor Gregor Robertson: July 20, 2011</i>
Value Added: Bonus Points	2.5/10	
Total Point Score	73.5	
Grade Score	3	
Point and Grade Legend		
Points Awarded	Grade	Description
0 - 50	1	Overall project is counterproductive to the priorities of the West End community.
50 – 65	2	Overall project does not meet the priorities of the West End Community, but it does not negatively affect them.
65 – 80	3	Overall project meets multiple priorities of the West End Community and will enhance multiple priority areas.
80 - 110	4	80-100 – Overall project will enhance all major priorities of the West End Community.

WEMAC Rezoning Application Community Priorities Scorecard
Dated: September 15, 2011

* * * *

1600 Beach Avenue and 1651 Harwood Street
FORM OF DEVELOPMENT



Figure 1: Landscape Plan

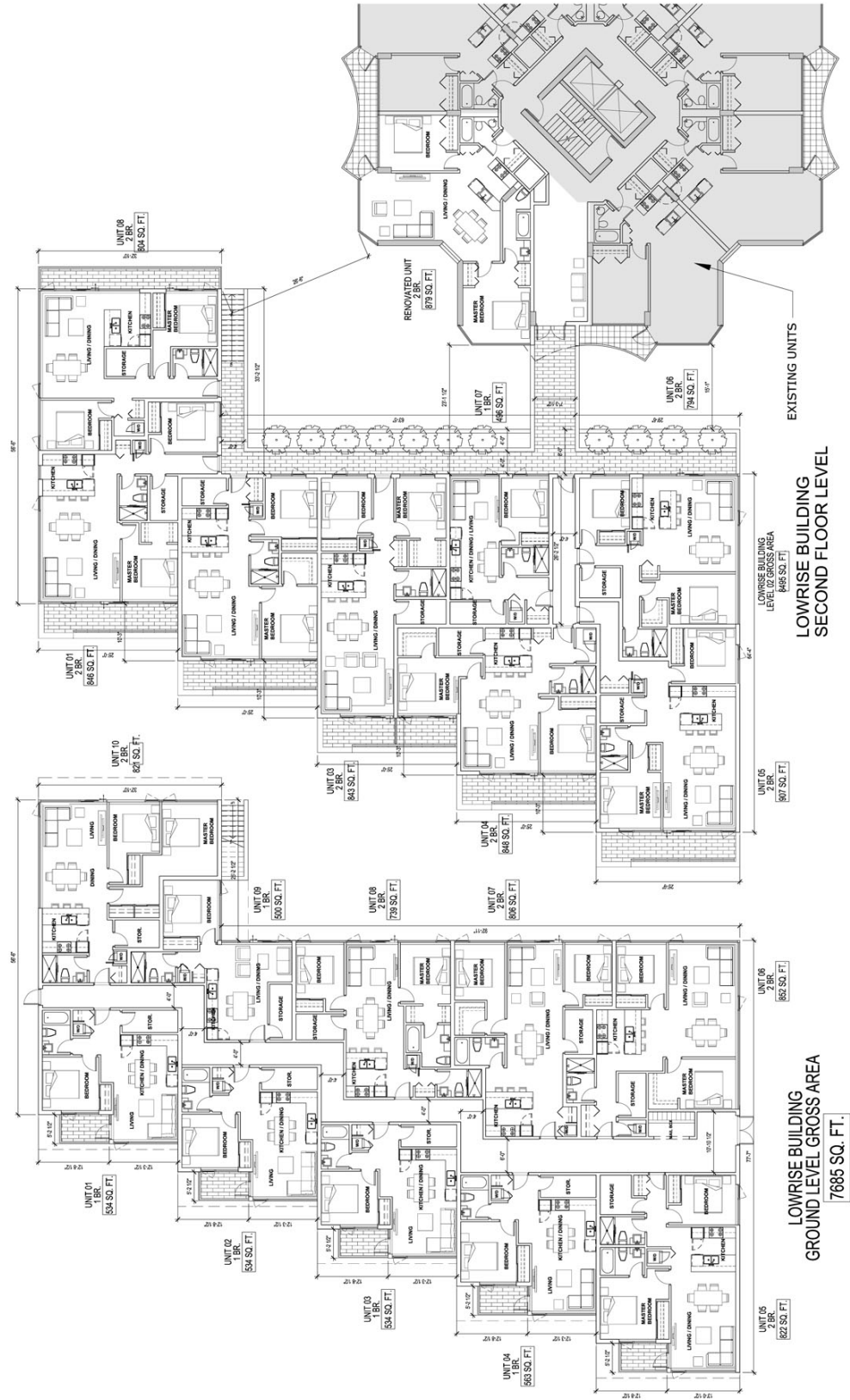
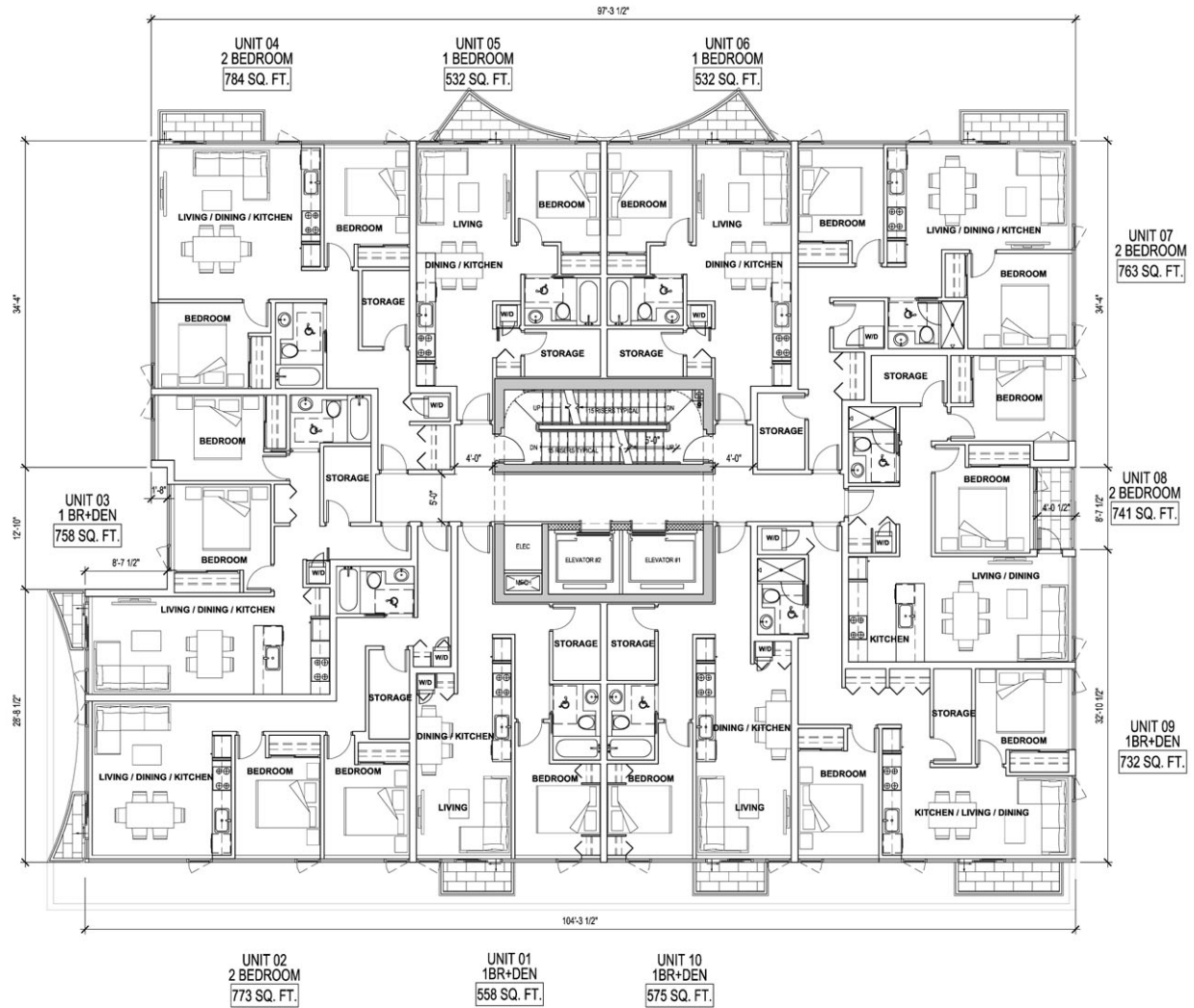


Figure 2: Building A - Floor Plans



Figure 3: Building A - Rendering



MIDRISE BUILDING
LEVEL 4 - 8

Figure 4: Building B - Typical Floor Plan



Figure 5: Building B - Renderings

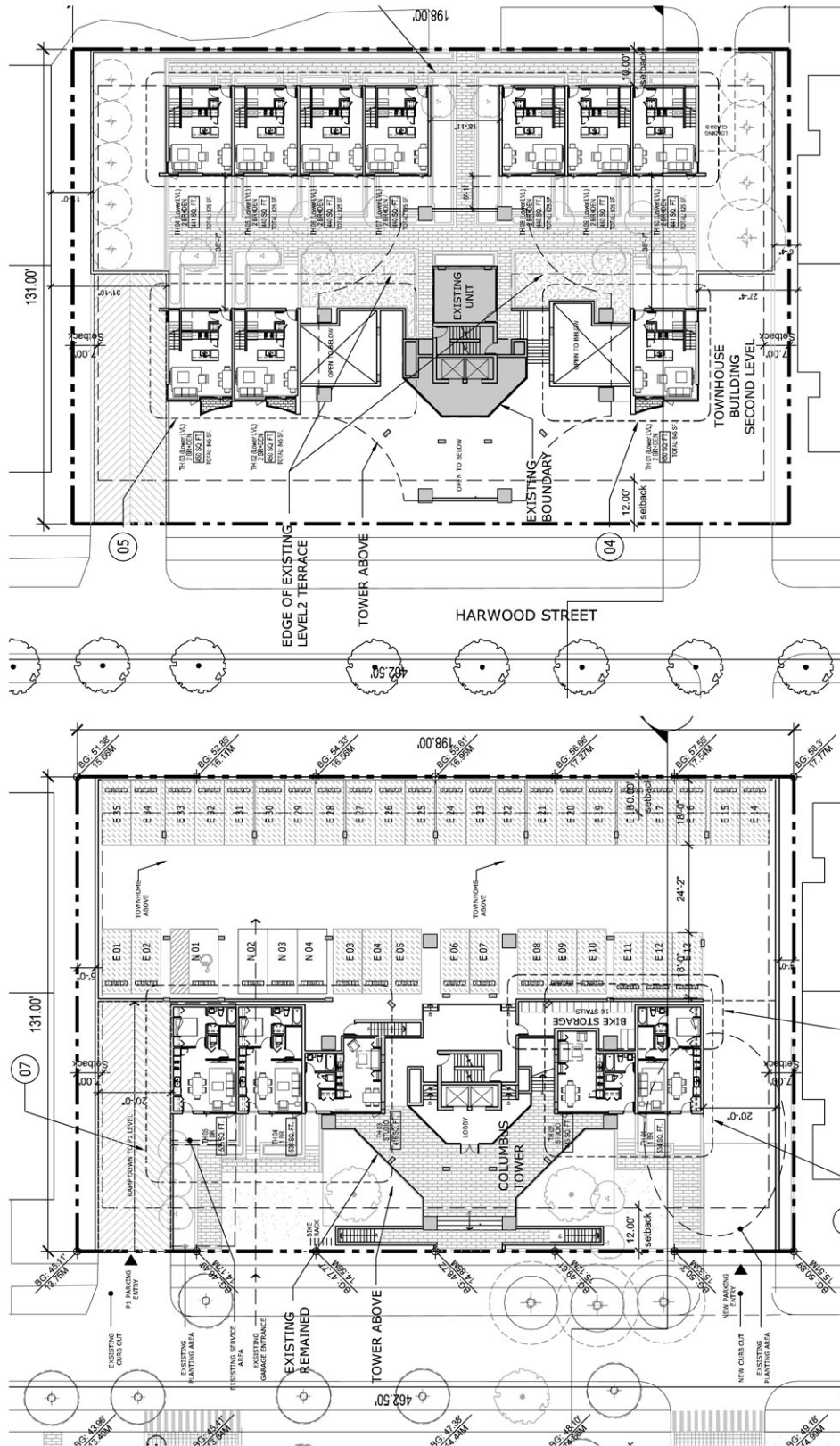


Figure 6: Building C - Floor Plans



Figure 7: Building C - Renderings



Figure 8: Harwood Townhomes - West and South Elevations

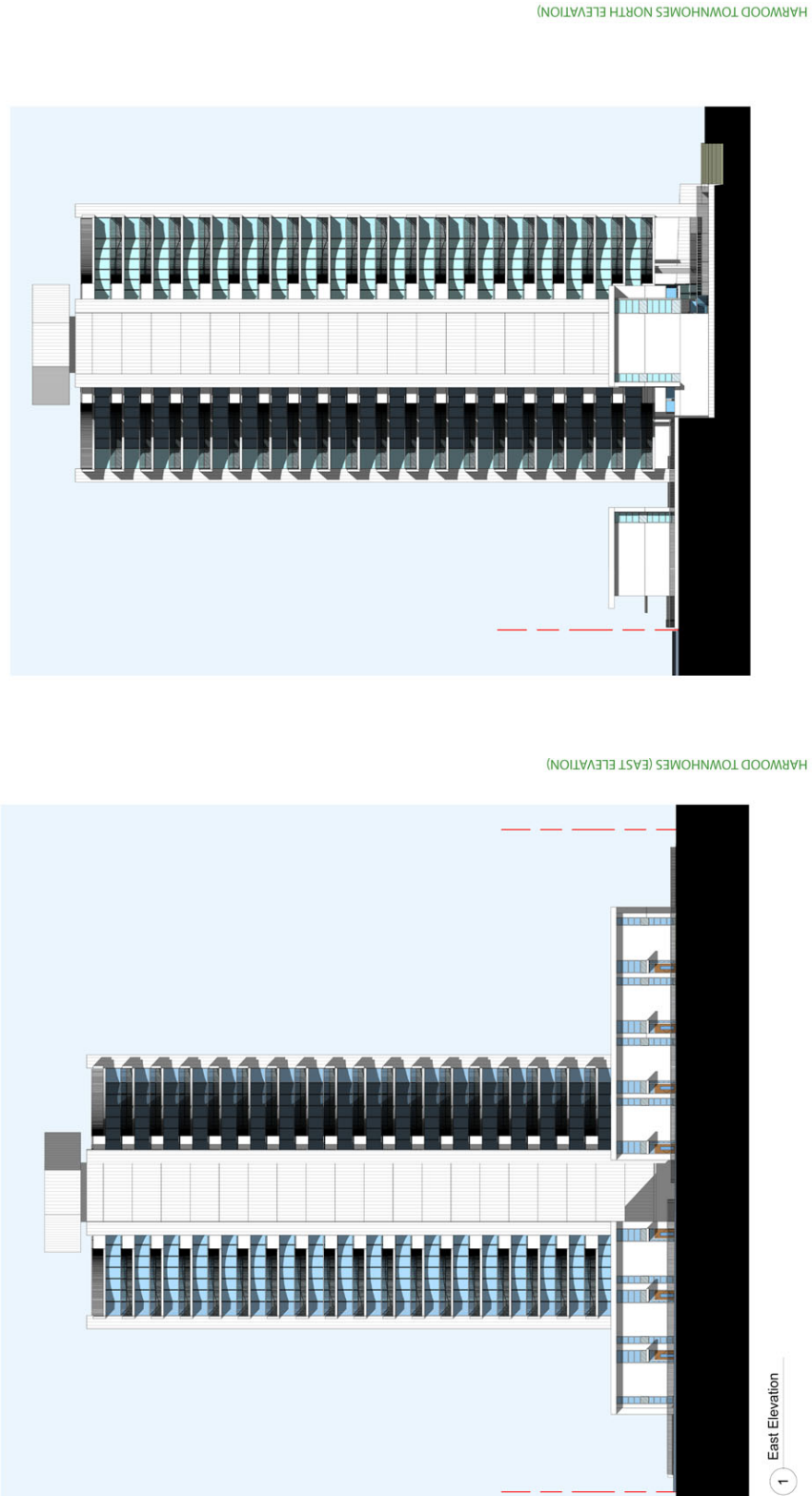


Figure 9: Harwood Townhomes - East and North Elevations

BEFORE



AFTER



Figure 10: Infill of Existing Buildings - Douglas House



Figure 11: Infill of Existing Buildings - Macdonald House



Figure 12: Infill of Existing Buildings - Laurier House

BEFORE



AFTER



Figure 13: Infill of Existing Buildings - Columbus House

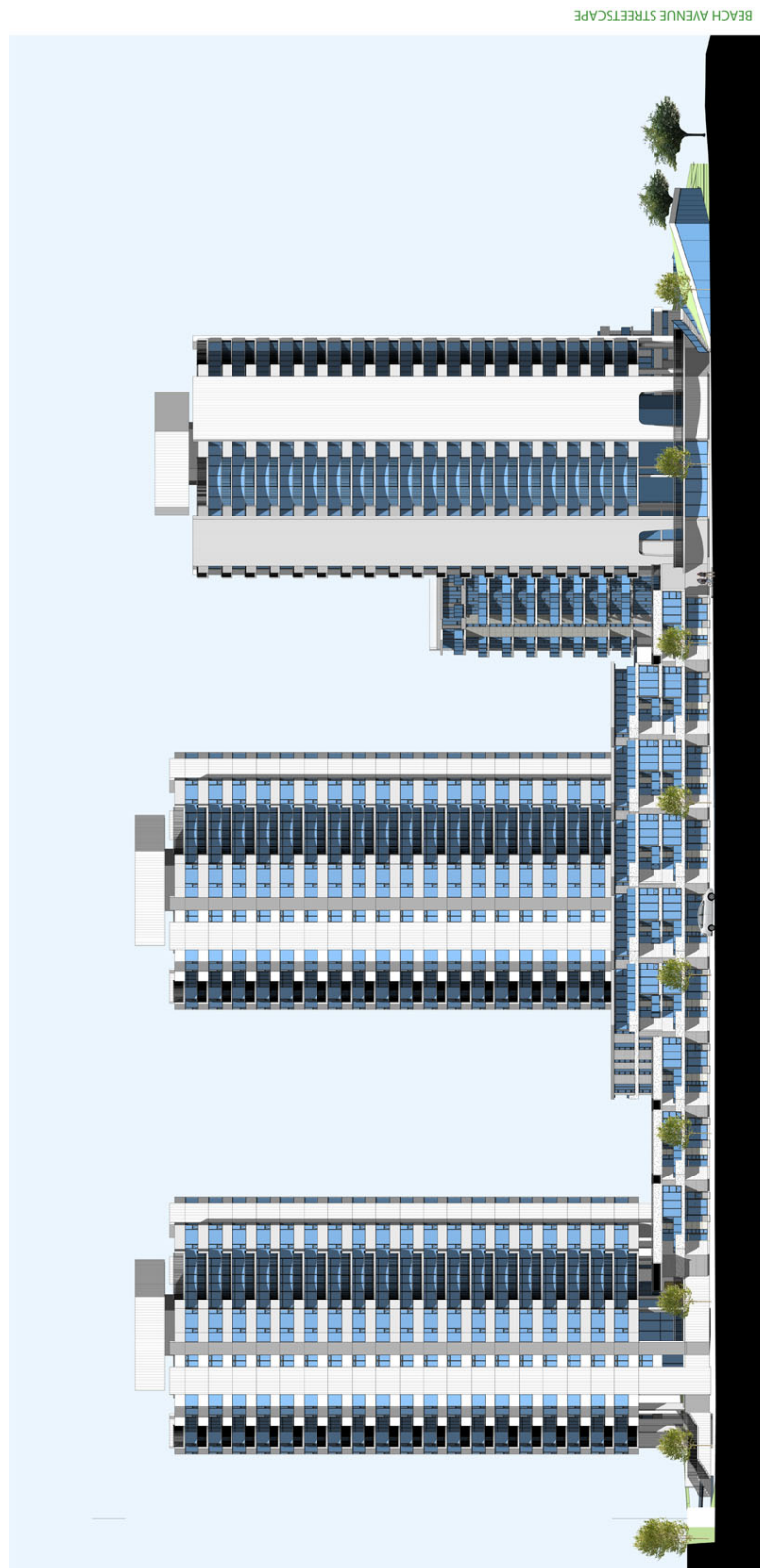


Figure 14: Beach Avenue Streetscape

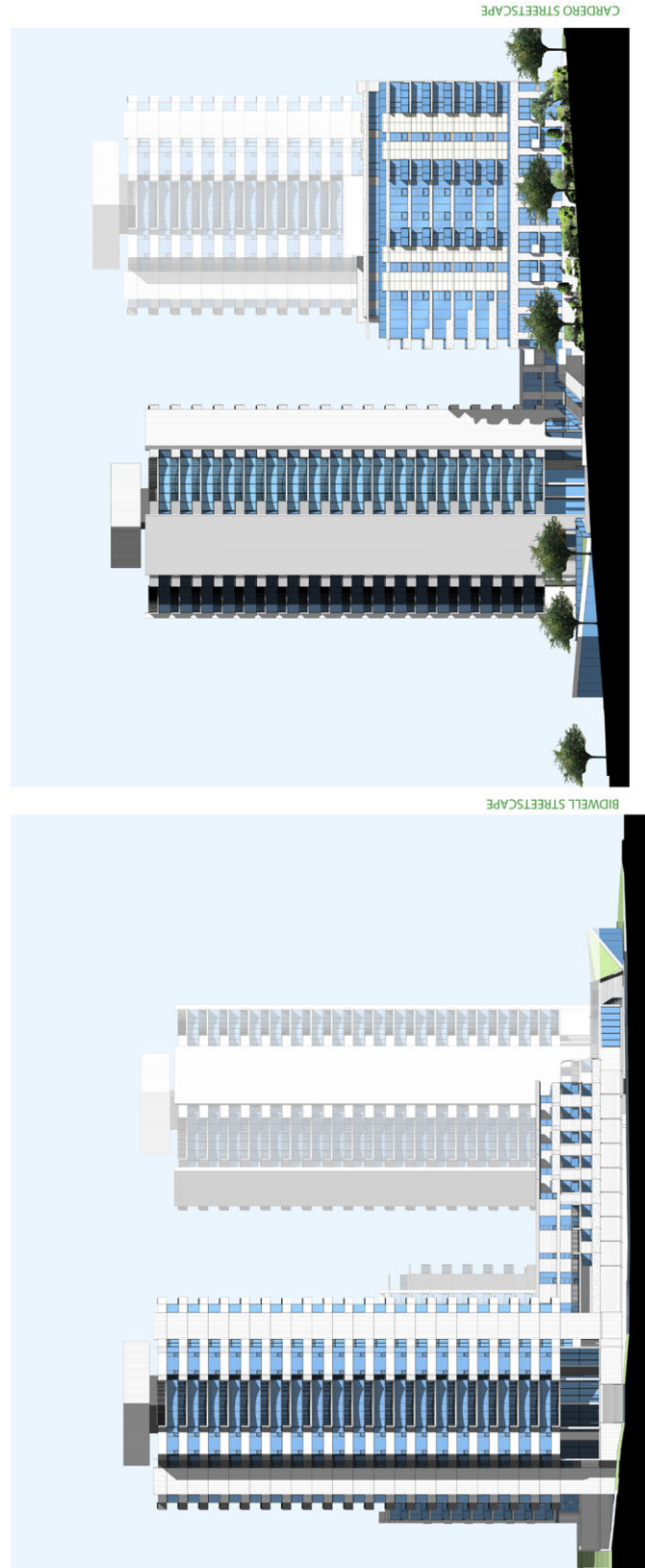


Figure 15: Bidwell and Cardero Streetscape

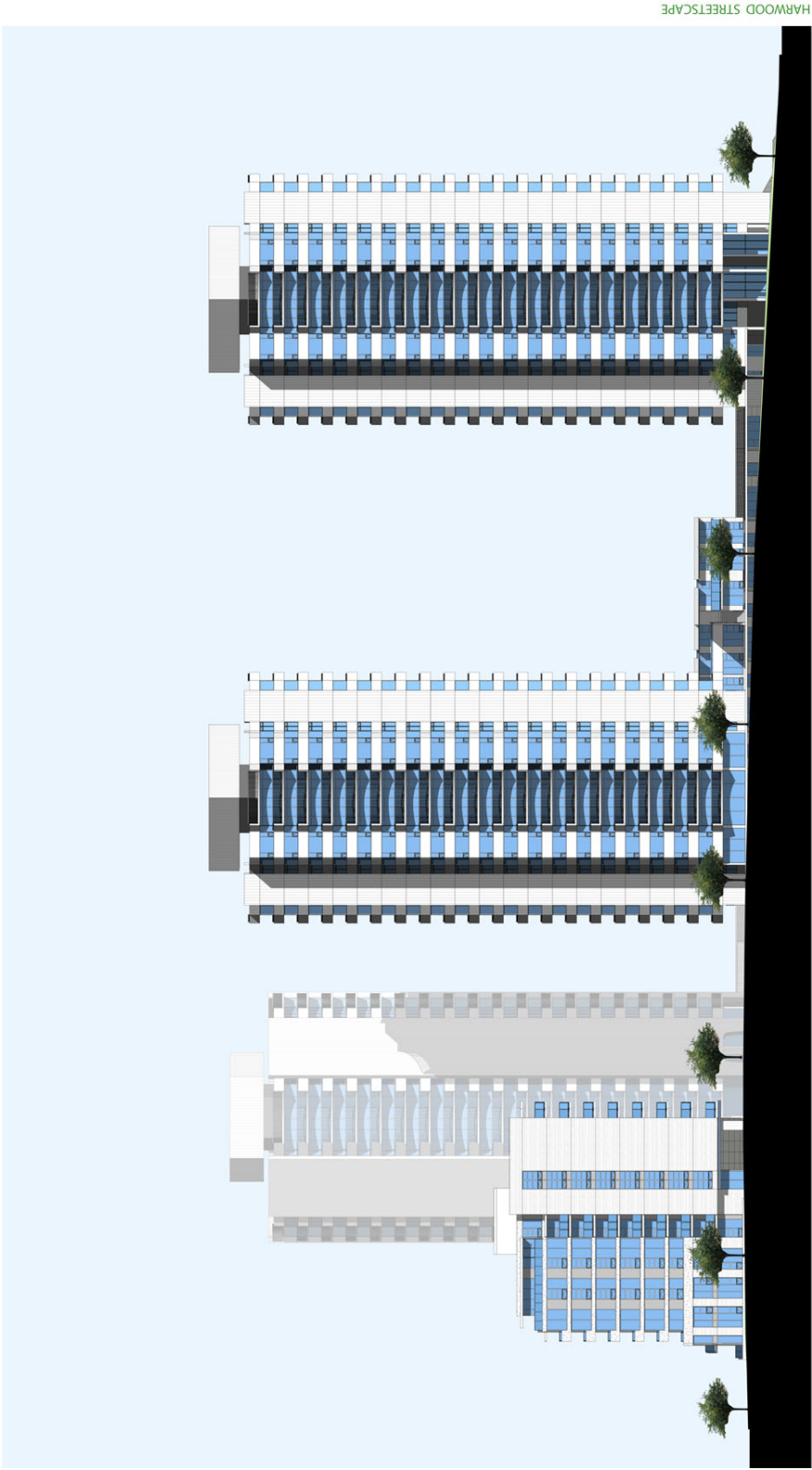


Figure 16: Harwood Streetscape

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1600 Beach Avenue and 1651 Harwood Street
PUBLIC BENEFITS SUMMARY

Project Summary:

Infill residential uses in an existing development.

Public Benefit Summary:

133 market rental housing units, a contribution to the public art program and a CAC offering.

	Current Zoning	Proposed Zonings
Zoning District	RM-5A	CD-1
FSR (site area = 115,647 sq. ft.)	3.32	4.22
Buildable Floor Space (sq. ft.)	Existing non-conforming	100,000 sq. ft. (new)
Land Use	Residential	Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (\$12.50/sq. ft.)		\$1,249,913
	DCL (Area Specific)		
	Public Art (\$1.81/sq. ft.)		\$181,000
	20% Social Housing		
Offered (Community Amenity Contribution)	Heritage		
	Childcare Facilities	N/A	
	Cultural Facilities		
	Green Transportation/Public Realm		
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		\$243,000
	Other		
TOTAL VALUE OF PUBLIC BENEFITS			\$1,673,913

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

133 secured market rental residential units

* 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.

1600 Beach Avenue
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	1600 Beach Avenue
Legal Description	1600 Beach Avenue (PID: 009-004-726, Lot A, except portions in Explanatory Plan 9688, Block 63, District Lot 185, Plan 11809), Block 63, District Lot 185, Plan 92, PID: 015-750-825, 015-750-922, 015-750-841, 015-750-931, 015-750-906, and 015-750-957 respectively)
Applicant/Architect	IBI/HB Architects
Property Owner	Beach Towers Properties

SITE STATISTICS

AREA	89,946 sq. ft.
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DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEV'T (if different)
Zoning	RM-5A	CD-1	
Uses	Residential Uses	Residential Uses	
Dwelling Units	449	New: 118 Total: 567	
Floor Space Ratio (FSR)	Outright: 1.0 Conditional: 2.2 Existing (DP 30169): 3.32	New: 0.99 Total: 4.31	
Floor Area	1.00 FSR: 115,884 sf 2.20 FSR: 254,945 sf Existing: 298,959 sf	89,095 sf (new) 388,054 sf (total)	
Amenity Space	Existing 4,397 sf	Renovated 4397 sf New 3977 sf Infill 6050 sf Total: 14,424 sf	Shared access with 1651 Harwood Street residents
Maximum Height	Outright: 60 ft. Conditional: 190 ft. Existing: 176/180/195 ft.	Midrise: 93.3 ft./9 sty Lowrise: 38.3 ft./4 sty Amenity: 12.5 ft./1 sty	
Parking Spaces	Required: 261 Existing: 246	316	Disability spaces: 20
Loading	Class A: 1 Class B: 3	Class A: 2 Class B: 2	Class A loading for new dwelling units (DU): - 0.008 spaces per DU up to 300 units - 0.006 spaces per DU over 300 units
Bicycle Spaces	Class A: 918 Class B: 24	Class A: 918 Class B: 12	Class B: 24

1651 Harwood Street
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	1651 Harwood Street
Legal Description	1651 Harwood Street (<i>the East ½ of Lot 27, the West ½ of Lot 27, the East ½ of Lot 28, the West ½ of Lot 28, the East ½ of Lot 29 and the West ½ of Lot 29, Block 63, District Lot 185, Plan 92, PID: 015-750-825, 015-750-922, 015-750-841, 015-750-931, 015-750-906, and 015-750-957 respectively</i>)
Applicant/Architect	IBI/HB Architects
Property Owner	Beach Towers Properties

SITE STATISTICS

AREA	25,938 sq. ft.
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DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEV'T (if different)
Zoning	RM-5A	CD-1	
Uses	Residential Uses	Residential Uses	
Dwelling Units	152	15 (new) 167 (total)	
Floor Space Ratio (FSR)	Outright: 1.0 Conditional: 2.2 Existing (DP 41742): 3.31	0.42 (new) 3.75 (total)	
Floor Area	1.00 FSR: 115,884 sf 2.20 FSR: 254,945 sf Existing: 85,398 sf.	10,905 sf (new) 96,303 sf (total)	
Amenity Space			Access to amenity space at 1600 Beach Avenue
Maximum Height	Outright: 60 ft. Conditional: 190 ft. Existing: 195 ft.	Townhouses: 33.9 ft/ 3 sty	
Parking Spaces	Required: 68 Existing: 96	100	Total disability spaces: Sub-Area B: 7
Loading	Class A: 0 Class B: 1	Class A: Class B:	Class A loading (for new dwelling units): - 0.008 spaces per DU up to 300 units - 0.006 spaces per DU over 300 units
Bicycle Spaces			Legal agreement to allow access to bicycle spaces at the 1600 Beach Avenue site