
2301 Granville St (COMPLETE APPLICATION)
DP-2017-01278 - C3-A

JO/MC/AEM/TT

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
C. Joseph, Engineering Services
D. Naundorf, Housing Policy and Projects

Also Present:

J. Olinek, Urban Design & Development Planning
T. Tenney, Development Services
M. Cheng, Development Services

APPLICANT:

IBI Group
700 - 1285 West Pender Street
Vancouver, BC
V6E 4B1

PROPERTY OWNER:

2223 Alpha Avenue Holdings Ltd
405 - 777 West Broadway
Vancouver, BC
V5Z 4J7

EXECUTIVE SUMMARY

- **Proposal:** To develop on this site an eight-storey mixed-use building with retail on the ground floor and 41 dwelling units on levels two through eight, and two levels of underground parking accessed from the rear lane. An increase in the Floor Space Ratio (FSR) from 3.0 to 3.3 is sought through a 10% Heritage Density Transfer (5,394 sq. ft.) from donor sites at 40 Powell Street and 12 Water Street.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Applicant's Design Rationale

● **Issues:**

1. Height, bulk and massing in response to the regulatory framework, streetscape character, and existing and anticipated nearby development;
2. On-site public open space and retail continuity;
3. Architectural character in an established context.

- **Urban Design Panel: Recommend Resubmission**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2017-01278 submitted, the plans and information forming a part thereof, thereby permitting the development of an eight-storey mixed-use building with retail on the ground floor and 41 residential units on levels 2 to 8 with 2 levels of underground parking accessed from the lane and also requesting an increase in the Floor Space Ratio using a Heritage Density Transfer from a donor site at 40 Powell Street (providing 4,401 sq. ft.) and 12 Water Street (providing 993 sq. ft.), subject to the following conditions:

1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:

1.1 design development to reinforce the retail context while improving the provision of pedestrian needs and the general amenity of the area, including:

- i. configuration of the on-site public open space at the northeast corner to promote more immediate visual and physical access with the public realm;
- ii. location of the public bike share to permit retail entrances off of West 7th Avenue;
- iii. reducing visual and physical barriers, such as hedges, trees and raised planters, as practical, at the northeast corner;
- iv. provision of flush and level walking surface, as feasible, between the sidewalk, public open space, and retail entrances;
- v. confirmation of the provision of continuous weather protection along the Granville Street frontage; and
- vi. consideration of opportunities to further improve pedestrian amenity including the provision of seating and other site furnishings within the on-site open space;

Note to Applicant: Refer to Engineering Condition A.2.1 and A.2.2.

1.2 design development to relate to the established neighbourhood character, including:

- i. reflecting the podium level scale, proportions, modules, fenestration or other predominating patterns of the immediate context; and
- ii. consideration for more intensively detailed materials at the public realm interface such as brick;

Note to Applicant: The intent is for lower levels to be carefully designed to relate to the scale and enhance the "close up" view of the pedestrian with the use of high quality materials and more intensive detailing.

1.3 design development to improve residential amenity, consistent with the High Density Housing for Families with Children Guidelines, including the following:

- i. provision of indoor amenity suitable for the anticipated population which includes a washroom and kitchenette;
- ii. provision of outdoor amenity space immediate to the indoor amenity space;
- iii. consideration for indoor and outdoor amenity to be co-located at level 9 including green roof and urban agriculture access; and
- iv. provision of minimum room sizes to accommodate reasonable furniture layouts;

Note to Applicant: Refer to Recommended Landscape Conditions A.1.17 with respect to outdoor amenity space and green roof design.

- 1.4 design development of the south and west facing façades to have a similar level of detail, high-quality materials, and articulation as the two street facing facades;

Note to Applicant: Walls which will remain exposed for the foreseeable future, including party walls, should be treated with a higher level of attention to architectural expression. This may require additional setbacks in the wall plane. Strategies to achieve this may include:

- i. provision of additional fenestration;
- ii. additional wall relief, cornices and shadow lines;
- iii. vegetative green walls;
- iv. variations in colour and materiality; and
- v. providing opportunities for public art such as for murals on the lane facing façade;

- 1.5 consideration to strengthen the architectural expression of the tower on the northeast corner with any of the following design explorations:

- i. relocate the corner balconies to be inboard of the corner;
- ii. express the corner balconies as inset or with a more opaque and permanent guardrail treatment;
- iii. continuing the expression of the tower to the ground plane;

Note to Applicant: The intent is to recognize this corner of the building as having prominent views coming from the inner city with consideration for the impacts of balconies being used for storage and clutter.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• **Technical Analysis:**

Technical Review for: 2301 Granville Street		Zone: C-3A	DP-2017-01278
PERMITTED / REQUIRED		PROPOSED	
Site Size ¹		120.04/120.06 ft X	149.78/149.81 ft
Site Area ¹		1,670.60 m ² =	17,982.19 ft ²
Uses		Dwelling: 41 dwelling units in conjunction with Retail: 4 retail units	
Setback		Front (East) - Granville Street	8.96 ft
		Side (North) - West 7th Avenue	13.1 ft
		Side (South) - Interior	0 ft
		Rear (West)	
	Rear (West) to any residential portion	14.93 ft	
		Residential at ground floor	3.38 ft
		Residential at level 2 and above	14.98 ft
Height ²	Maximum outright	30.18 ft	
	Discretionary height increase per Burrard Slopes C-3A Guidelines	100.07 ft	
	View cone #20 maximum elevation	153.60 elev	
		Top of roof	85.73 ft
		Top of roof parapet	87.73 ft
		Top of guardrail elevation at level 6	155.63 elev
FSR ³	Maximum	3.00 FSR	Residential 2.90 FSR
	10% heritage density transfer	0.30 FSR	Non-Residential 0.43 FSR
	Total	3.30 FSR	Total 3.33 FSR
Floor Area ³	Maximum	53,946.57 ft ²	Residential 52,175.00 ft ²
	10% heritage density transfer	5,394.66 ft ²	Non-Residential 7,776.00 ft ²
	Total	59,341.23 ft ²	Total 59,951.00 ft ²
Open Residential Balcony	Maximum 8%	4,125.20 ft ²	Open residential balconies 5.41% 2,788.00 ft ²
Amenity	Maximum	10,763.90 ft ²	Residential amenity room on ground floor 239 ft ²
Dwelling Unit Type		One bedroom	39% 16 units
		Two bedroom	39% 16 units
		Three bedroom	22% 9 units
		Total	100% 41 units
Horizontal Angle of Daylight	Requirement of one angle of 50 degrees, or two angles with a sum of 70 degrees over a distance of unobstructed view at 78.74 ft Minimum distance may be relaxed to 12.14 ft	Comply Bedrooms facing the lane (West) require relaxation of the minimum distance	

continue with Parking, Loading, Bicycle on the next page

Technical Review for: 2301 Granville Street				Zone: C-3A				DP-2017-01278				
PERMITTED / REQUIRED				PROPOSED								
Parking	Residential Uses			Residential Uses								
		Standard									35	
		Disability	2								2	
		Maximum Small Car (25%)	11								11	
		Minimum		44	Residential Uses Total						48	
	Non-Residential Uses			Non-Residential Uses								
		Standard									13	
		Disability	1								2	
		Maximum Small Car (25%)	3								0	
		Minimum		11	Non-Residential Uses Total						15	
All Uses Total			55	All Uses Total						63		
Loading	Class			A	B	C	Class			A	B	C
	Residential			0	0	0	Residential			0	0	0
	Non-Residential			0	2	0	Non-Residential			0	2	0
	Total			0	2	0	Total			0	2	0
Bicycle ⁴	Class			A	B	Class			H	V	L	B
	Residential			51	6	Residential			52	0	0	6
	Non-Residential			1	0	Non-Residential			2	0	0	0
	Total			52	6	Total			54			6

Notes:

¹ **Note on Site Size and Site Area:** The proposed site size and site area is based on the properties being consolidated. See Engineering Standard Condition A.2.18.

² **Note on Height:** As per 4.3.2 - Height, of the C-3A District Schedule, the Development Permit Board may permit an increase in the maximum height of a building with respect to any development.

The maximum permitted elevation of view cone 20 was reviewed by staff. The proposed clear-glass guardrail at level 6 currently projects into this view cone. Staff reviewed and supported this projection provided that this guardrail remains as clear-glass.

³ **Note on FSR and Floor Area:** As per Section 4.7.1 - Floor Space Ratio, of the C-3A District Schedule, the Development Permit Board may permit an increase in floor space ratio to a maximum of 3.00 (equivalent to 53,947 sq.ft.). Under Section 4.7.8, the Development Permit Board may increase the allowable floor space ratio by a maximum of 10% (equivalent to 5,395 sq.ft.) where the increase results from a transfer of heritage density.

The total FSR overage is 610 sq. ft. which results from mechanical rooms located above base surface at levels 2 to 8 (445 sq. ft.) and south stairs at level 8 by the roof terrace (165 sq. ft.). Standard Condition A.1.1 seeks compliance with Section 4.7.1 - Floor Space Ratio, of the C-3A District Schedule.

⁴ **Note on Bicycle:** Standard Condition A.1.8 seeks compliance with Section 6.3.13A of the Off-street Bicycle Space Regulations by providing a minimum of 20% of the Class A bicycle spaces to be secured via bicycle lockers.

• **Legal Description**

Lots: 9 - 13
 Block: 310
 District Lot: 526
 Plan: VAP590

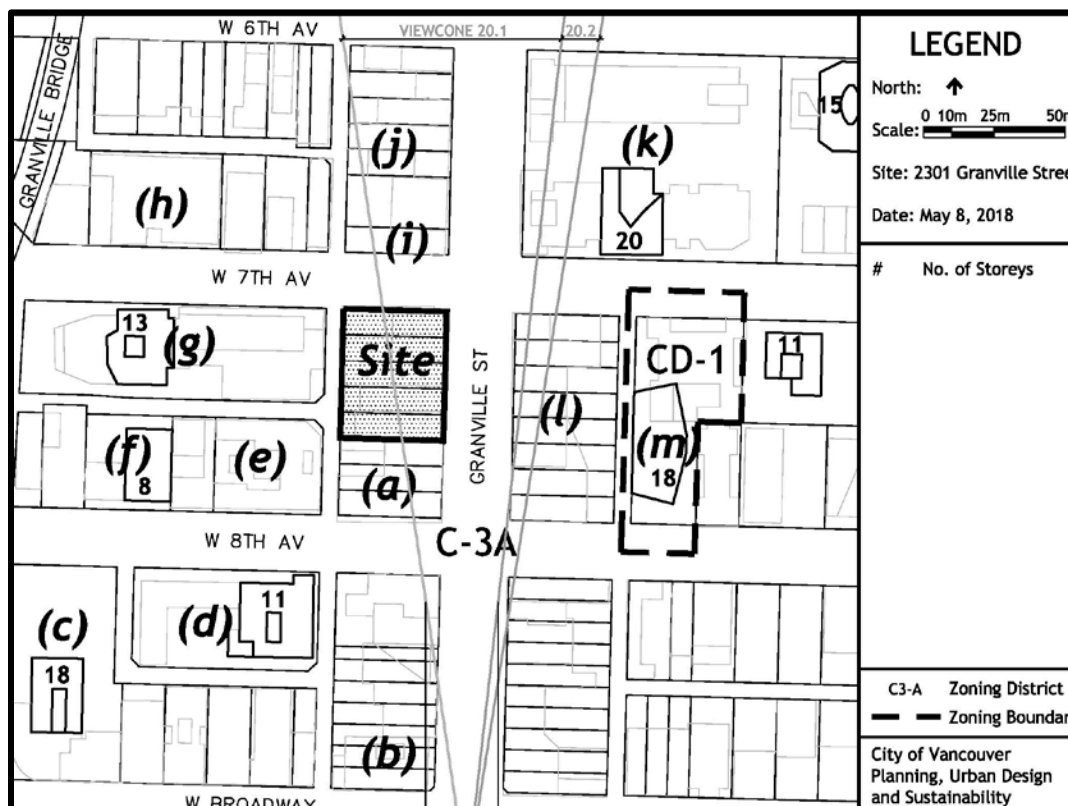
• **History of Application:**

17 12 07 Complete DE submitted
 18 02 21 Urban Design Panel
 18 05 02 Development Permit Staff Committee

• **Site:** The site is located at the south west corner of Granville Street and West 7th Avenue in the C-3A Burrard Slopes Sub-area. The site has a significant cross fall north to south ranging from 11.15 ft. on Granville Street to 14.76 ft. along the lane. Significant adjacent developments are shown on the map below.

• **Context:** Significant adjacent development includes:

- | | |
|---|---------------------------------------|
| (a) 2331 Granville St. | 2-storey commercial - 1930 |
| (b) The Clock Tower, 1501 W Broadway | 5-storey commercial |
| (c) 1595 W Broadway | 18-storey residential |
| (d) Pintura, 1530 W 8 th Ave. | 11-storey residential |
| (e) 1525-1537 W 8th Ave. | 2-3 storey commercial |
| (f) 1555 W 8 th Ave. | 8-storey residential |
| (g) Terraces on Seventh and Lifelabs, 1570 W 7 th Ave. | 4 and 13-storey mixed-use |
| (h) 1515 - 1581 W 7 th Ave. | 2-3 storey commercial |
| (i) 2247 Granville St. | 2-storey heritage B commercial - 1912 |
| (j) 2203 - 2231 Granville St. | 1-2 storey commercial |
| (k) Verona of Portico, 1450 W 6 th Ave. | 20-storey residential |
| (l) 2300-2360 Granville St. | 1-2 storey commercial |
| (m) Vancouver Masonic Centre, 1495 W 8 th Ave. | 18-storey mixed-use (Approved) |



• **Background:**

This Development Permit was submitted on December 7, 2017 for consolidation and redevelopment of 5 parcels at the south west corner of Granville Street and West 7th Avenue. The proposal is seeking 10% heritage density transfer. The mixed-use proposal includes commercial retail and the residential entry and lobby space at the ground floor with 41 residences above at levels two through eight. Staff met with the applicant prior to the Development Permit submission and after submission to the Urban Design Panel and is generally supportive of the directions being pursued.

• **Applicable By-laws and Guidelines:**

1. Burrard Slopes C-3A Guidelines (1993, amended in 1996 and 1998)
2. Central Broadway C-3A Urban Design Guidelines (1976, amended in 2004)
3. C-3A District Schedule and Guidelines (2013) (increases up to (31 m) 100 ft. and 3.3 FSR)

• **Response to Applicable By-laws and Guidelines:**

1. C-3A District Schedule

This proposal complies with the intent of the by-law for permitted uses, height, and density. It also generally complies with the intent to provide for a wide range of services, maintain commercial activities, preserve the character and improve the general amenity of the area, and to provide for dwelling uses designed compatibly with commercial uses.

Use: The proposed uses (commercial retail or services at grade and dwelling units above) conform to the provisions of the C-3A District Schedule.

Density: The proposal generally complies with the conditional densities under the C-3A District Schedule. Outright density permitted is 1.0 FSR with a maximum conditional density of 3.0 FSR in accordance with Section 4.7 of the C-3A District Schedule. A transfer of heritage density up to an additional 10% of the maximum allowable density (3.3 FSR total) may be considered under Section 4.7.5 of the C-3A District Schedule. In addition to the table below, refer to Section 2 regarding the earning of conditional density. Conditional density is evaluated per the District Schedule on consideration of the following objectives:

Staff Evaluation of 4.7.1 - Floor Space Ratio:

Objective:	Staff Response:
(a) 4.7.1.(a): the intent of this Schedule, all applicable policies and guidelines adopted by Council and the relationship of the development with nearby residential areas;	Staff feel, in general, the proposal achieves the objectives of all applicable policies and guidelines with respect to adjacent development.
(b) 4.7.1.(b): the height, bulk, location and overall design of the building and its effect on the site, surrounding buildings and streets, and existing views;	Staff feel, in general, the height, bulk, location and overall design do not impact the surrounding area and views any more than anticipated by the regulations and guidelines.
(c) the amount of open space, including plazas, and the effects of overall design on the general amenity of the area;	This proposal is providing improvements in the general amenity of the area, as recommended by Staff, including: <ul style="list-style-type: none"> • On-site privately owned public open space at

	<p>the north east corner,</p> <ul style="list-style-type: none"> Accommodation of an on-site public bike share station (PBS), and Widened statutory right of way (SRW) on Granville St. <p>Staff feel the provision of the privately owned on-site open space achieves the objectives to improve the overall amenity of the area. Provision of PBS and the Granville Street SWR are engineering requirements.</p>
(d) the effect of the development on traffic in the area;	Staff have reviewed the application and determined the surrounding street network can accommodate the additional activity.
(e) the provision for pedestrian needs; and	<p>Staff confirm pedestrian amenity is improved with this proposal including the provision of:</p> <ul style="list-style-type: none"> continuous weather protection on retail frontages; provision of widened sidewalks on Granville Street through statutory right of way agreement; provision of on-site public open space at the north east corner; and accommodations for PBS station
(f) the design and livability of any dwelling uses.	Staff's concerns to improve livability are addressed by upfront Recommended Condition 1.3.

Height: The outright height in the C-3A zone is 9.2m (30.18 ft.). The Development Permit Board may permit increases in height to a maximum 30.5m (100.07 ft.) in the Burrard Slopes Sub-area per the C-3A Guidelines. The proposed maximum height is 26.1m (85.73ft). Refer to Section 2 below regarding evaluation of earning conditional height increases.

2. C-3A Urban Design Guidelines - Burrard Slopes

Use and Activity: The proposal reinforces the intent of the Urban Design Guidelines by providing active ground oriented commercial uses combined with on-site public open space and residential uses on the upper storeys. Design development is required by Recommended Condition 1.1 and Standard Condition A.1.15 to reinforce the well-functioning commercial retail space in an established context.

Conditional Density: In addition to the considerations outlined in the District Schedule, discretionary increases to the outright 1.0 FSR for individual uses may be considered as outlined below and subject to all applicable policies and guidelines:

Staff Evaluation of Guideline for 4.7 - Floor Space Ratio; Discretionary increases to the outright 1.0 FSR for individual uses may be considered as follows, subject to the guidelines in this document:

4.7 - Floor Space Ratio

Objective:	Staff Response:
(i) residential - up to 3.0 FSR anywhere, except for not on the ground floor on Granville and Burrard Streets;	Proposal complies with this guideline.
(ii) office - over 1.0 FSR only on Burrard and Granville Streets and above the ground floor;	Proposal complies with this guideline.
(iii) service - over 1.0 FSR only on Burrard and Granville Streets;	Proposal complies with this guideline.
(iv) retail - increases not encouraged; and	Staff feel the provision of ground floor commercial retail space fronting Granville St. and wrapping around on to West 7 th Ave. is consistent with the objectives to reinforce the role of Granville as a strong specialty retail street and is consistent with the intent of the Guidelines.
(v) other uses - increases not encouraged	Proposal complies with this guideline.

In general staff feels the Recommended Conditions in the proposal can achieve the objectives for earning conditional and heritage transfer density. Staff concerns to improve well-functioning retail spaces are covered by upfront Recommended Condition 1.1 and Standard Condition A.1.15.

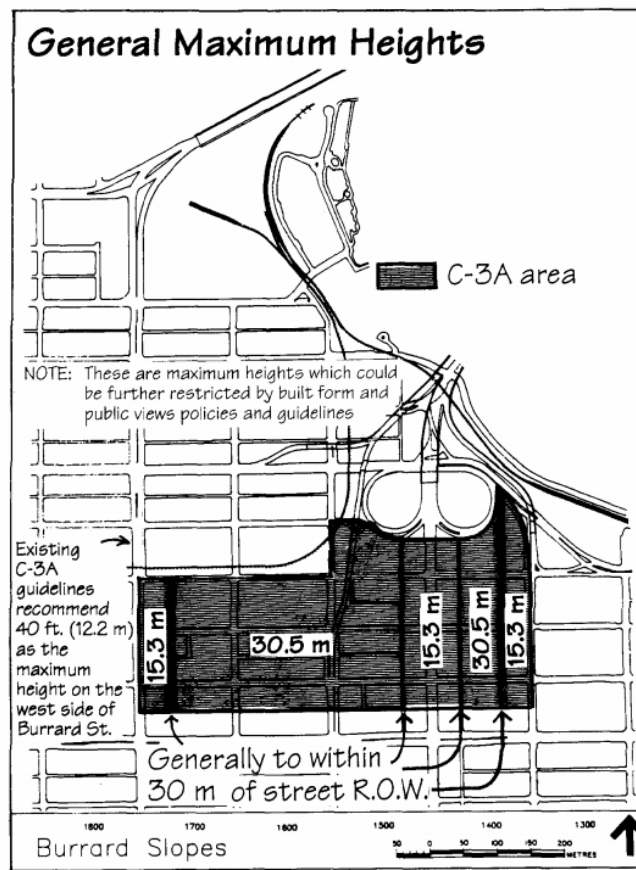
Height and Massing: The guideline for height on Granville Street in the Burrard Slopes Sub-area is intended to respect the Street Enclosure view that frames the North Shore Mountains and Downtown. The Guidelines provide further guidance for heights of:

- up to 15.3m generally within 30m from the Granville Street right-of-way;
- up to 30.5m further to the west; and
- View Cone 20.

Figure 19 - General Maximum Heights (at right) of the Burrard Slopes C-3A Guidelines defines the intended maximum street enclosure for views north on Granville St. In addition, View Cone 20, originating at the intersection of Granville and W. Broadway, nominally aligns with the general 30m height limit from the Granville R.O.W. as noted.

This proposal is generally in keeping with the guidelines for height including transitioning from a maximum of 7.5m (24.7ft) at the Granville frontage to 26.13m (85.73ft) outside of the line established by View Cone 20.

Figure 19. Maximum Heights



4.3.1.(c) - Tower Elements: Any portion of building over 22.0m (72ft) in height is considered a tower element. Applicable setbacks for tower elements include:

(i) Being separated from other existing residential towers by at least 25.0m or, where no adjacent existing residential towers exist at the rear, the separation may be 12.5m (41ft) from the centerline of the lane;	Up to 22.0m, this proposal complies with the district schedule for a minimum residential setback of 7.6m from the centerline of the lane. Due to the steeply sloping site, a portion of the 8 th level exceeds 22.0m. (Building height on the lane ranges from 18.75m to 23.23m resulting in an average height of 20.99m). Therefore the result is a minimal encroachment into the residential tower separation guideline at the lane. Staff recommends considering the steeply sloping grades and the average building height to evaluating tower separation Guidelines. Staff feels this proposal meets the intent of the applicable policies and guidelines.
(ii) Have floor plates less than 510m ² (5,500 sf);	Proposal complies with this guideline.
(iii) Provide strong presence at the ground level;	Proposal complies with this guideline.
(iv) Be considered on sites with frontage greater than 38.0m or corner sites;	Proposal complies with this guideline.
(v) Have a maximum height of 100 ft.	Proposal complies with this guideline.

Views: Staff confirms View Cone 20, which defines the ‘Street Enclosure’ along Granville Street, is not encroached upon. Furthermore the proposal follows the Guidelines for massing with a defined street wall and significant upper level setbacks. This meets the intent to both preserving the Street Enclosure and a contextually appropriate street scale. Standard Condition A.1.14 addresses provisions of additional information on the drawings to ensure compliance. Staff recommends the objectives for views have been achieved.

Liveability: An objective of the regulations and guidelines is the provision of a high level of liveability. Further design development is required by Recommended Condition 1.3 which includes provisions for improvements to indoor and outdoor amenity space, privacy, and other functions.

5.5 - Exterior Walls and Finishing:

(a) The low-rise portions of buildings should be clearly differentiated from mid-rise or tower elements with prominent step back and/or cornice;	Proposal complies with this guideline.
(b) The lower levels of developments should be carefully designed to relate to the scale and enhance the “close up” view of the pedestrian. The use of high quality materials, more intensive detailing, and window arrangements, etc., that contribute to pedestrian interest is encouraged;	Recommended Condition 1.2 addresses Staff’s concern to improve the “close up” view at the proposal’s at grade public realm interface.
(c) Commercial uses at lower levels of buildings - whether retail, service, restaurant, or office - should use clear glass windows at grade,	Proposal complies with this guideline.

individualized shop fronts, outdoor displays, lighting, and weather protection (where required by these guidelines) to achieve pedestrian scale and interest. Mirrored surfaces, views into parking areas, blank walls, etc. should be avoided;	
(d) Stepping at upper levels of buildings should be significant enough to “read” visually. For example, when it is desired to break a tower mass down, a single large 2 storey step will work better than two small single storey ones;	Proposal complies with this guideline.
(e) Where development is to be located beside significant older buildings, height, cornice lines, facade proportions, etc. should be respected by the new neighbour;	Recommended Condition 1.2 addresses Staff’s concern to improve the architectural expression in an established context.
(f) Blank sidewalls or exposed party walls higher than 2 storeys are to be avoided. When such walls are exposed as a result of adjacent low-scale development, they should be carefully designed emphasizing quality materials, colours, textures, articulation, and/or landscaping such as climbing or hanging plants; and	Recommended Condition 1.4 addresses Staff’s concern to improve the architectural expression for walls which are exposed as a result of adjacent low-scale development.
(g) Walls abutting the lane should be carefully designed to be attractive to neighbouring developments and passersby through articulation, use of quality materials, and landscaping.	Recommended Condition 1.4 addresses Staff’s concern to improve the architectural expression for the lane facing west façade.

Open Space and Public Amenity: This area does not currently have any dedicated parks. Major new developments have provided small publicly accessible “mini-parks” at the street edge. The Guidelines set the objective that, in order to compensate for the lack of nearby open space, sites contribute to a linked web of spaces through the area by providing publically accessible open space beside streets or linkages. Staff recommends the provision of on-site public open space at the northeast corner that is inviting and well designed to improve the area’s provision of public amenity. In addition, this location supports objectives to provide for queuing for the immediately adjacent bus stop and for modest outdoor patio seating. Further, the proposal seeks to accommodate the provision of public bike share.

3. Central Broadway C-3A Urban Design Guidelines

Gateways to the Inner City: Gateways into the inner city are established based on views from select street intersections to reveal major downtown destinations to the north including False Creek, Downtown, and the North Shore. The applicable View Cone 20 protects the view north from Broadway and Granville. The proposal respects this view by stepping back to respect both the Granville Street wall and View Cone 20. Recommended Condition 1.5 recommends considerations to strengthen the architectural expression on the northeast corner as a prominent view coming from the inner city.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on October 8, 2016, and provided the following comments:

EVALUATION: Recommend Resubmission

Introduction: Jason Olinek, Development Planner, introduced the project as located at the corner of Granville and W 7th Avenue. This is its first appearance at UDP as a Development Permit Application under C-3A zoning and it is located in the Burrard Slopes Sub-Area.

It is pursuing the increases in achievable height and floor area including:

- an increase to height from 9.2m (30ft) up to max 25.9m (85ft)
- an increase in FSR from 1.0 up to 3.3 including a heritage density bonus transfer of 10%.
- DP Board approval is required.

A significant question will be how the proposal responds the constraints of the guidelines and view cones in height and form.

It is an 8-storey mixed-use building with a commercial retail spaces at grade, 41 dwelling units above, underground parking accessed from the lane, a privately owned on-site public open space adjacent to the intersection, currently housing the Heffel Gallery across the intersection is a 2 storey Heritage B at 2247. The building to the south may have some heritage value but the applicant has also demonstrated development potential under similar zoning none-the-less. Note also approved 8 storey MURB 1555 W 8th.

Seymour Health Centre is to the west and the associated 12 storey residential tower. Important note: the DP Board Report for this development included the creation of a privately owned on-site public open space on the corner, a connecting 'green walk' on 7th and suggesting a consideration for a corresponding open space on the corner of Granville. The intent for the privately owned on-site public open space is to act as public amenity as well as function for queuing for the bus stop on Granville. The form generators for this development are in large part view cone 20, Figures 18 and 19 (from guidelines), and retail continuity/streetwall on Granville. Residential entry is on 7th with amenity just inside the lobby. Staff will be seeking a larger more useable indoor amenity space with immediate connection to an outdoor space. The lane, locate on the west, is 20 feet wide and T's mid-block. Parking entrance is off of the lane. Materials include polished stone and metal panels, window wall and glazed balconies.

Objectives also include preserving the character of Burrard Slopes on Granville while providing for compatible dwelling uses. Specifically:

- a strong role as a specialty retail street,
- to emphasize a coherent integrated neighbourhood character and,
- express small scale individualized shops.

Per the regulations please also give consideration to:

- (a) impact on nearby residences;
- (b) height, bulk, location and massing;
- (c) the effects on the general amenity of the area;
- (d) the provision for pedestrian needs;
- (e) the preservation of the character; AND
- (f) liveability of dwelling uses

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

- 1) Height, bulk, and massing - generally and specifically in relation to the regulatory framework, streetscape and existing and anticipated developments.
- 2) Architectural expression and character - composition, elements and materiality.
- 3) Open space and public realm interface - including landscape, on-site public open space, entries, and frontage.

4) Liveability - in general and specifically dwelling units and amenity space.

The planning team then took questions from the panel.

- **Applicant's Introductory Comments:** The applicant noted the view as the driving force for the site due to view cone regulations. The proposed form is somewhat unique, and there are clearly three volumes on the building. At the base there is a finer grain store front proposed that is not too wide that are related to the existing retail along Granville. The hallway leads to the elevator to allow access to views along the front of the building. The metal expression wraps around the corner. There is a requirement for the lane setback, and proposed windows at the corridor of the lobby. The proposed wall to window ratio is low, due to code, but as the building is more detailed and there is more flexibility for fenestration design. The applicant noted that shading concerns are not a significant.

There is landscaping proposed along the front of the lane. The trees are mature and aligning the front. There is a wide concrete band sidewalk designed with a cobble material for textural colour differences. The front is intended to be a café with tables and chairs. The proposed paving is natural stone material for a textural experience. There is 'richness' in terms of benches and added tree plantings. There are evergreen hedges planned at the patio. There is ornamental detailing in the design to make the second story and roof more interesting.

The applicant team then took questions from the panel.

- **Panel Consensus:**

Having reviewed the project it was moved by Mr. Parsons and seconded by Ms. Avini Besharat and was the decision of the Urban Design Panel:

THAT the Panel **Recommend Resubmission** of the project with the following recommendations to be reviewed by City Staff:

- Improve building massing and articulation along the lane
- Improve the architectural expression and materiality to better fit Granville Street's character and fit as a gateway to downtown
- Reconsider the design and location of public plaza with respect to commercial / retail continuity on Granville St.
- Reconsider locating the balconies on the corner of Granville and 7th Ave
- Recommend removal of public bike share
- Recommend removal of the hedges in the plaza
- Provide lighting and signage strategy to the proposed development

Related Commentary: The panel supported the height, bulk and general massing of the project. There were no issues with the livability of the proposed units. However, there were concerns about the architectural expression and character as well as the open space and public realm. The panel does not feel the proposed corner fits the in the location at 7th and Granville, recommended continuing the retail along 7th avenue, and removing the public bike share on W 7th. The panel also recommended further articulating the lobby along 7th Ave. The regularity framework has created a dynamic massing but there is a lost opportunity because there are three very distinct volumes being expressed. Better materiality could be used to express the volumes.

Consider continued rain covering at the court yard. Further design development and articulation is needed at the lane. The benches are supported. Consider rooftop access for amenity. Overall, the material and architectural expression was felt to be alien to Granville street character.

- **Applicant's Response:** The applicant team thanked the panel for their comments.

ENGINEERING SERVICES

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

LANDSCAPE

The recommendations of Landscape staff are contained in the prior-to conditions noted in Appendix A attached to this report.

HOUSING POLICY & PROJECTS

Housing Policy and Projects commentary and conditions are contained in the 'Response to Applicable By-laws and Guidelines' in the 'Livability' paragraph.

BUILDING REVIEW BRANCH

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Building Review Branch staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, firefighting access and energy utilization requirements.

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

NOTIFICATION

On February 14, 2018, 2,595 postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. A site sign was also installed on the site. A follow-up postcard was sent to property owners on March 27, 2018 noting the date of the Development Permit Board had been changed to May 28, 2018.

Five responses were received from neighbouring property owners, including a response from the local South Granville Business Improvement Association.

The issues raised are summarized below:

Height and Density: concerns were raised with regards to allowing the heritage density transfer on this site with a resulting 8-storey building. It was noted that the 8-stories was out of character at this location and could set a precedent for future developments.

Staff Response: The outright height in C-3A is 9.2m up to a maximum conditional height of 30.5m. This application is a maximum of 26.1m. The Context Map on Page 6 of this report annotates the adjacency of taller buildings in the immediate vicinity. This application meets the intent of the Guidelines for heights complying with Figure 19 (as shown in this report) for not exceeding 15.3m generally within 30m of the Granville Street ROW and not exceeding 30.5m after that. The proposal also respects view cone 20 and the Street Enclosure Diagram Figure 18 in the Guidelines. Standard Condition A.1.14 requires confirmation in the drawings that the view cone is maintained. Urban Design Panel supported height, bulk and general massing noting that the regulatory framework has created dynamic massing.

Increased Traffic in the rear lane and on West 7th Avenue: concerns have been raised regarding the impact of this building, with its 41 dwelling units, to the traffic in the rear lane and along West 7th Avenue which already sees significant usage by residents, customers, delivery trucks, cyclists, and visitors to the Seymour Health Centre.

Staff response: staff have reviewed the application and determined the surrounding street network can accommodate the additional activity.

Parking: concerns regarding the loss of available street parking due to an increase in the number of residents at this location and related visitors.

Staff Response: The proposal fully meets the parking by-law for provision of on-site residential and retail parking.

Loss of local mural: a mural, located on the exterior wall of the building located on one of the parcels of this proposed development, will be lost following demolition of this building. The mural was completed in the summer of 2016 and was jointly funded by the South Granville BIA and the City of Vancouver.

Staff Response: The City's Mural Program generally considers murals to have a lifespan of three years. Murals are not intended to become permanent fixtures in the community and are often located on future development sites. Recommended Condition 1.4 addresses considerations for new opportunities for public art including murals.

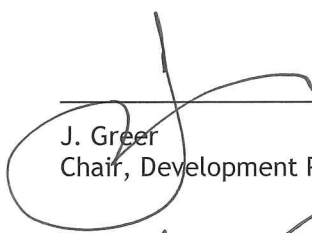
DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires a decision by the Development Permit Board.

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it does not seek a relaxation of the By-law provisions.

The Staff Committee supports the Board's use of discretionary authority on the proposal and recommends approval of this application noting that the applicant has met the criteria for increased height and density under C-3A zoning subject to the conditions contained in this report.



J. Greer
Chair, Development Permit Staff Committee



J. Olinek
Development Planner



M. Cheng
Project Coordinator

Project Facilitator: T. Tenney

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

A.1 Standard Conditions

- A.1.1 compliance with Section 4.7.1 - Floor Space Ratio, of the C-3A District Schedule of the Zoning and Development By-law;

Notes to Applicant:

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

- i. mechanical rooms located above base surface at levels 2 to 8 which totals to 445 sq. ft.; and
- ii. south stairs at level 8 by the roof terrace which totals to 165 sq. ft.

Note to Applicant: The intent of this set of stairs provides access for occupants from level 7 to level 8. In addition, it may require to be enclosed per VBBL.

- A.1.2 demonstration of compliance with Section 10.11.1(b) - General Regulations, of the Zoning and Development By-law that mechanical appurtenances do not, in total, exceed one-third of the width of the building as measured on any elevation drawings and do not, in total, cover more than 10% of the roof area on which they are located as viewed from directly above;

- A.1.3 provision of a section detail of the rooftop hatch;

Note to Applicant: Top of rooftop hatch must not exceed 3'-11" from the top of roof slab.

- A.1.4 submission of two Letter B - Transfer of Heritage Density, completed by the owners of the two "donor" sites at 40 Powell Street and 12 Water Street, confirming that an agreement has been reached to sell 5,394 sq.ft. of heritage density (consists of 4,401 sq.ft. and 993 sq.ft. respectively) to the developer of the "receiver" site at 2301 Granville Street, and also confirming the balance of transferable heritage density remaining on the two donor sites at 40 Powell Street and 12 Water Street;

Note to Applicant: Refer to the link at <http://vancouver.ca/files/cov/letter-b-proof-ofdensity-sale-development-application.pdf> for template of Letter B.

- A.1.5 confirmation of compliance with Section 4.10 - Horizontal Angle of Daylight, of the C-3A District Schedule of the Zoning and Development By-law;

- A.1.6 provision of a site plan;

- A.1.7 confirmation that at least 20% of all off-street parking spaces will be available for charging of electric vehicles;

- A.1.8 provision of bicycle spaces in accordance with Section 6 of the Parking By-law:

- i. number each bicycle space and label each one as horizontal, vertical or locker;
 - ii. a minimum of 20% of the bicycle spaces to be secured via lockers;
-

iii. add two notations on the plans that:

"Construction of the bicycle rooms to be in accordance with Section 6.3 of the Parking By-law."

"The design of the bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law."

iv. provide one electrical receptacle per 2 bicycle spaces for the charging of electric bicycles; and

v. provision of End of Trip facilities as per Vancouver Building By-law.

A.1.9 provision of the following information:

i. correspond the proposed number of residential parking spaces (standard, small, and total) at P2 with statistics table;

ii. correspond the proposed number of residential Class A bicycle spaces at P1 with statistics table;

iii. clarify and correspond the proposed number of residential Class B bicycle spaces on site plan and landscape plan;

iv. clarify the total balcony area at levels 3 and 4 on overlays; and

v. correspond the total residential area at level 6 on overlay with statistics table.

A.1.10 provision of signage strategy in accordance with condition A.1.15, and add a notation on plans confirming that:

"All signage is shown for reference only and is not approved under this Development Permit. Signage is regulated by the Sign By-law and requires separate approvals. The owner[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits."

A.1.11 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

A.1.12 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

A.1.13 written confirmation shall be submitted by the applicant that:

i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;

ii. adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and

iii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555.

Standard Urban Design Conditions

- A.1.14 annotation on elevation drawings of materials and products for all exterior surfaces including colours, finishes, and intended performance objectives such as energy conservation strategies and weather protection;

Note to Applicant: The intent is to maintain the proposed high-quality design and materiality through subsequent stages. This may also include further explorations to improve performance including glazing, solar shading devices, durable materials, canopies and lighting. Highly reflective glazing is not supported. All significant surfaces should be labelled including soffits and wall returns. Provide confirming notes and dimensions in the drawings that development, including patio privacy screens, do not project into view cone.

- A.1.15 design development of well function commercial retail space including provision of the following:

- i. opportunities for individual retail tenants to differentiate their frontages;
- ii. opportunities for modest outdoor patio seating adjacent to the public open space; and
- iii. building and site lighting strategy complementary to the desired function;

Note to Applicant: Develop strategies and tenant guidelines under which commercial retail tenants may vary exterior components to suit themselves such as entry doors, signage, awnings and canopies and which is complimentary to the intended architectural expression.

- A.1.16 identification on the architectural and landscape drawings of any built and landscaped features intended to create a bird friendly design;

Note to Applicant: Consider including bird friendly plants on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at:
<http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

Standard Landscape Conditions

- A.1.17 design development provide a generous, well-programmed outdoor amenity space, congruent to the indoor amenity;

Note to Applicant: The outdoor amenity area should include consideration for programming conducive to common social interaction, such as children's play, urban agriculture, passive seating areas and other friendly landscape features and planting. Shared gardening areas, if provided, should reference and be designed to adhere to Council's Urban Agriculture Guidelines for the Private Realm and should provide maximum solar exposure, universal accessibility and provided with amenities such as, raised beds, water for irrigation, potting bench, tool storage and composting. Refer to recommended Condition 1.3.

- A.1.18 design development to enhance east façade by providing additional, more substantial landscape shrub planting on the Level 6 terraces, with greenery visible from the street;
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A.1.19 design development to grades, walkways and structural slabs, to maximize tree growing medium and planting depths for tree and shrub planters to ensure long term viability of the landscape.

Note to Applicant: Underground parking slabs and retaining walls may need to be altered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths should exceed BCSLA standards or better. Raised planters in or adjacent to the public realm are discouraged.

A.1.20 provision of section details at a minimum scale of 1/4"=1'-0" scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features.

Note to Applicant: Planter section details must confirm with dimensions the depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees and shrubs well into the future, to be minimum 3' depth for trees and 2' minimum depth for shrubs.

A.1.21 provision of a high-efficiency automatic irrigation system to be provided for all planters;

A.1.22 provision of confirmed trenching locations for utility connections, avoiding conflict with tree root zones and addition of the following note:

"Trenching for utility connections to be coordinated with Engineering Department to ensure safe root zones of retained trees. Methods of tree protection for street trees to be approved by Park Board".

Note to Applicant: Methods of tree protection for street trees (as approved by Park Board) to be shown on plan. Relocation of trenching locations are required if in conflict with tree protection.

A.1.23 provision on the landscape drawings of landscape features intended to create a bird friendly design;

Note to Applicant: Bird friendly plants should be included on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at: <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.)

A.1.24 deletion of standard tree barriers for trees along Granville Street, which are in concrete grates;

Note to Applicant: COV standard barriers construction does not allow for installation in concrete.

Crime Prevention Through Environmental Design (CPTED)

A.1.25 identify on the drawings strategies that consider the principles of CPTED including the following conditions:

- i. limiting opportunities for nuisance activities, mischief in alcoves, and blind corners;
 - ii. limiting unobserved access or activity and encouraging natural visual surveillance;
 - iii. site lighting developed with considerations for safety and security; and
 - iv. reduced opportunities for graffiti.
-

Note to Applicant: Alcoves and other similar visually hidden areas should be designed so as to have limited cover and be well lit. Opportunities for graffiti can be mitigated by reducing areas of exposed wall and by covering with vines, hedges or a rough finish material.

A.2.0 Standard Engineering Conditions

- A.2.1 Provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site, adjacent to Granville St, to achieve a 5.5 metre offset distance from the back of the existing curb to the building face and a 4.0m X 4.0m corner cut measured 4.0m from the intersection of the 5.5m SRW on Granville St and the north property line.

Note to Applicant: A survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property line to determine the final setback and SRW width is required. The SRW will be free of any encumbrance such as structure, stairs, door swing and plantings at grade and is to accommodate the underground parking structure within the SRW agreement. Relocate mechanical intake vent along the Granville St frontage to be located outside of the SRW. Landscape plan L-1 shows a building wall within the SRW area on the south corner of the building.

- A.2.2 Provision of a plaza agreement for public access for the portion of the site at Granville St and West 7th Ave; area to be confirmed by the Director of Planning and General Manager of Engineering Services

Note to Applicant: A survey plan prepared by a British Columbia Land Surveyor showing the final plaza area is required. It may be combined on the same plan as Standard Condition A.2.1

- A.2.3 Provision of City building grades as per BG-2017-00071 and interpolated design elevations on both sides of the parking ramp at all breakpoints, additional elevations within the parking levels, both sides of the loading bay, and at all entrances.

Note to Applicant: Plans are missing building grades along West 7th Avenue.

- A.2.4 Provision for a Right of Way for the provision of space to accommodate a Public Bike Share (PBS) Station. The proposed 16m x 4m PBS space as shown on Sheet A1.03 & L-1 on private property along West 7th Ave is acceptable provided confirmation of the following requirements;

- i. **Access:** Consideration for placement of building elements (e.g. fire department connections, HVAC vents, etc.) and landscaping that require frequent access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS station. Applicant to confirm there is no fire department connection, vent or other utility feature on the building face adjacent to the PBS space or along the raised structure at the base of the most easterly building column closest to Granville St facing the PBS space that would be in conflict or cause disruption to the PBS station.
 - ii. **Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided. Applicant to provide spot elevations at four corners of the PBS space to ensure that it meets grade requirements.
 - iii. **Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station. Applicant to show the location of the electrical connection for the PBS station on the drawing.
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- iv. **Additional notes:** Remove the image and label for the proposed 'PBS kiosk' north of the centre building column.

- A.2.5 Provision of a new pole and bus ID to be located approximately 24.6m south of the existing crosswalk across the south leg of West 7th Avenue at Granville Street.

Note to Applicant: Final location to be determined by Engineering and Coast Mountain Bus Company.

- A.2.6 Provision of a shared use agreement for the Class B loading spaces for both commercial and residential use.

Note to Applicant: Loading access from the Class B loading spaces to the residential elevator core is required as geometric changes to W 7th Avenue for bikeway improvements may prohibit stopping on W 7th.

- A.2.7 Provision of a standard concrete lane crossing including including new curb returns and curb ramps on both sides of the lane entry as per City standard.

- A.2.8 Consideration of upgraded street lighting adjacent to the site to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.

- A.2.9 Provision of automatic door openers on the doors providing access to the bicycle room(s) and note on plans.

- A.2.10 Provision of notations on the landscape plans confirming the following:

Installation of parking regulatory signage on Granville Street and W 7th Avenue adjacent the site to the satisfaction of the General Manager of Engineering Services, and

This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details."

- A.2.11 Design Development to improve design of and access to loading spaces, including:

- i. Confirmation that the H poles in front of the Class B loading spaces do not restrict loading maneuvering and access or relocation of the H pole is required. Provide turning swaths to confirm that maneuvering in and out of the loading spaces can be achieved in 3 maneuvers or less.
 - ii. Provision of convenient, internal, stair-free loading access to/from all site uses and note on plans.
 - iii. The slope and crossfall of the loading bay must not exceed 5%. Using the design elevations shown, the slope calculates to 7.6%.
 - iv. Provision of 10' loading bay widths as 8.5' is shown on drawing A1.03.
-

A.2.12 Design development to comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services (GMES). The following items are required:

Modification of the parking ramp design to address the following:

- i. The slope must not exceed 10% for the first 20' from the property line. Using the design elevations shown, the slope on the south side of the ramp would exceed 10%.
- ii. The slope must not exceed 12.5% after the first 20' from the property line. 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4m in length. A 17% ramp slope is shown on drawing A103. Consider increasing the slope of the transition ramp to achieve a 15% slope.
- iii. Provision of improved two way flow for vehicles on the ramp and provide turning swaths to confirm.
- iv. Design development to improve NB vehicle access from the lane onto the parking ramp. The ramp is angled north and would make right turns from the lane difficult. Consider providing a radius or a flare on the south side of the ramp to achieve this.

Note to Applicant: If a ramp design with a maximum ramp slope of 15% cannot be achieved, a separate access for the Class A bicycles, such as a dedicated bicycle elevator with direct access to outside will be required. The elevator to be a freight style elevator to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 5'-6" x 6'-8".

A.2.13 Modify column placement to comply with the requirements of the Engineering Parking and Loading Design Supplement to address the following:

- i. Provide a minimum 0.3m (1') setback from the drive aisle for all columns and dimension on plans.
- ii. Provide additional parking stall width for stalls adjacent to walls or stalls with columns set back more than 4' from the end of the stall.

A.2.14 Provision of a 20' wide O/H gate and dimension on plans as 18' is shown on drawing A1.02.

A.2.15 Provision of minimum vertical clearance for the main ramp, parking levels, security gates, and loading bays.

Note to Applicant: A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3m of vertical clearance is required for access and maneuvering to all disability spaces. 3.8m of vertical clearance is required for Class B loading spaces and maneuvering. These clearances must consider mechanical projections and built obstructions.

A.2.16 Provision of a minimum 4'-0" wide access aisle for Class A bicycle access.

Note to Applicant: A 3'-0" corridor width is shown between the column and the water meter room on drawing A1.02.

A.2.17 Provision of an improved plan showing the access route from the Class A bicycle spaces to the street.

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp, if required.

Refer to the Parking and Loading Design Guidelines at the following link:
(<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>)

- A.2.18 Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown without reliance of the lane for extended bin storage. If this cannot be confirmed then an on-site garbage bin staging area is to be provided adjacent the lane.
- A.2.19 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots 9 to 13, all of Block 310, District Lot 526, Plan 590 to create a single parcel.
- A.2.20 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement & Indemnity Agreements F19456 (existing building encroachment), BE323448 (canopy encroachment) and 219754M (commercial crossing) prior to building occupancy.

Note to Applicant: Arrangements are to be secured prior to issuance of the development permit, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition at the DP stage.

- A.2.21 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 not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

In addition, 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.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

- A.2.22 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- A.2.23 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

Note to Applicant: Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

- A.2.24 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to
-

construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.

B.1 Standard Notes to Applicant

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **(November 30, 2018)**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
 - B.2.4 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
 - B.2.5 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.
-