
510 West Broadway (COMPLETE APPLICATION)
DP-2017-00358 - C-3A

P'OS/JMB/LK

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
N. Peacock, Engineering Services

Also Present:

P. O'Sullivan, Urban Design & Development Planning
J. Bosnjak, Development Services
L. King, Development Services

APPLICANT:

Pacific Crown Management Company Ltd.
302-1033 Davie Street
Vancouver, B.C.
V6E 1M7

PROPERTY OWNER:

Yorkson Investment Company Ltd.
608-1033 Davie Street
Vancouver, B.C.
V6E 1M7

EXECUTIVE SUMMARY

- **Proposal:** To develop a seven storey commercial building containing retail (first floor), financial institution (first and second floor), restaurant Class 1 (second floor) and office (third to seventh floor) all over two levels of underground parking with vehicle access from the lane.

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. Solar heat gain and heat loss through the building envelope

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

THAT the Board APPROVE Development Application No. DP-2017-00358 submitted, the plans and information forming a part thereof, thereby permitting the development of a seven storey commercial building containing retail (first floor), financial institution (first and second floor), restaurant Class 1 (second floor) and office (third to seventh floor) all over two levels of underground parking with vehicle access from the lane, 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 reduce reliance on mechanical systems for heating and cooling;

Note to Applicant: A high percentage of the proposed building's façade is glazed. Design development is required to reduce solar heat gain in warm months and to reduce heat loss in cool months. Possible solutions may include a high performance curtain wall system incorporating triple glazing, fritting to the glazing, shading elements and/or an increase in spandrel area. The building's architectural expression and composition of the elevations should not significantly change as a result of satisfying this condition. Discuss solutions with the Development Planner. Please provide details of shading devices indicating the material, finish and dimension of visible elements.

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 (C-3A District Schedule):**

	PERMITTED (MAXIMUM)	REQUIRED	PROPOSED
Site Size ¹			124.99 ft. x 148.86 ft.
Site Area ¹			18,603 sq. ft.
Floor Area ²	10% H.D.T.: 61,390 sq.ft. Conditional: 55,809 sq.ft. Outright: 18,603 sq.ft.		Total 61,199 sq.ft.
FSR ²	10% H.D.T.: 3.3 Conditional: 3.0 Outright: 1.0		Total 3.29
Amenity	6,139 sq.ft.		1,814 sq.ft.
Height ³	Outright: 30.18 ft. Conditional: Discretionary to D.P.B.		Top of Parapet 90.22 ft. Top of Elevator 93.06 ft. Top of Stair 93.59 ft.
Parking	Maximum: 142 Small Car (25% Max.) 20	Minimum: 79 Disability 3	Total: 79 Standard 57 Small Car 18 Disability 4
Loading ⁴		Class A Class B Retail/Rest. 0 2 Office 1 2 Total 1 4	Class A Class B Retail/Rest. 0 1 Office 1 1 Total 1 2
Bicycle Parking ⁵		Class A Class B Total 12 6	Class A Class B Total 12 0
Clothing Lockers ⁶		Male Female Total 8 8	Male Female Total 0 0
Uses			- Retail - Restaurant - Office - Financial Institution

¹ **Note on Site Size and Site Area:** The proposed site size and site area is based on the properties being consolidated. See Standard Condition A.2.1.

² **Note on Floor Area/FSR:** As per Section 4.7.1- Floor Space Ratio of the C-3A District Schedule, the Development Permit Board may permit an increase to the maximum floor space ratio to any figure up to and including 3.00. Under Section 4.7.5 an additional 10 percent heritage density transfer [noted as H.D.T. in Technical Table above - maximum 3.3 FSR or 61,390 sq. ft.] may be considered by the Development Permit Board. See discussion on Pages 6 - 8.

³ **Note on Height:** The height of the building is above the maximum permitted in 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 as per Section 4.3.2 of the C-3A District Schedule. The top of parapet is considered to be the overall height of the building.

⁴ **Note on Loading:** The proposal is seeking a relaxation of the Class B loading spaces. Staff support this relaxation see discussion on page 9 and Standard Condition A.1.2.

- ⁵ **Note on Bicycle Parking:** Standard Condition A.1.3 seeks compliance with Section 6 - Bicycle Parking of the Parking Bylaw.
- ⁶ **Note on Clothing Lockers:** Standard Condition A.1.4 seeks compliance with Section 6.5.1 - Clothing Lockers of the Parking Bylaw.

• **Legal Description**

Lot: Amended Lot 9 (see 286071L)
Block: 360
District Lot: 526
Plan: 590 & Lot A Plan 21010

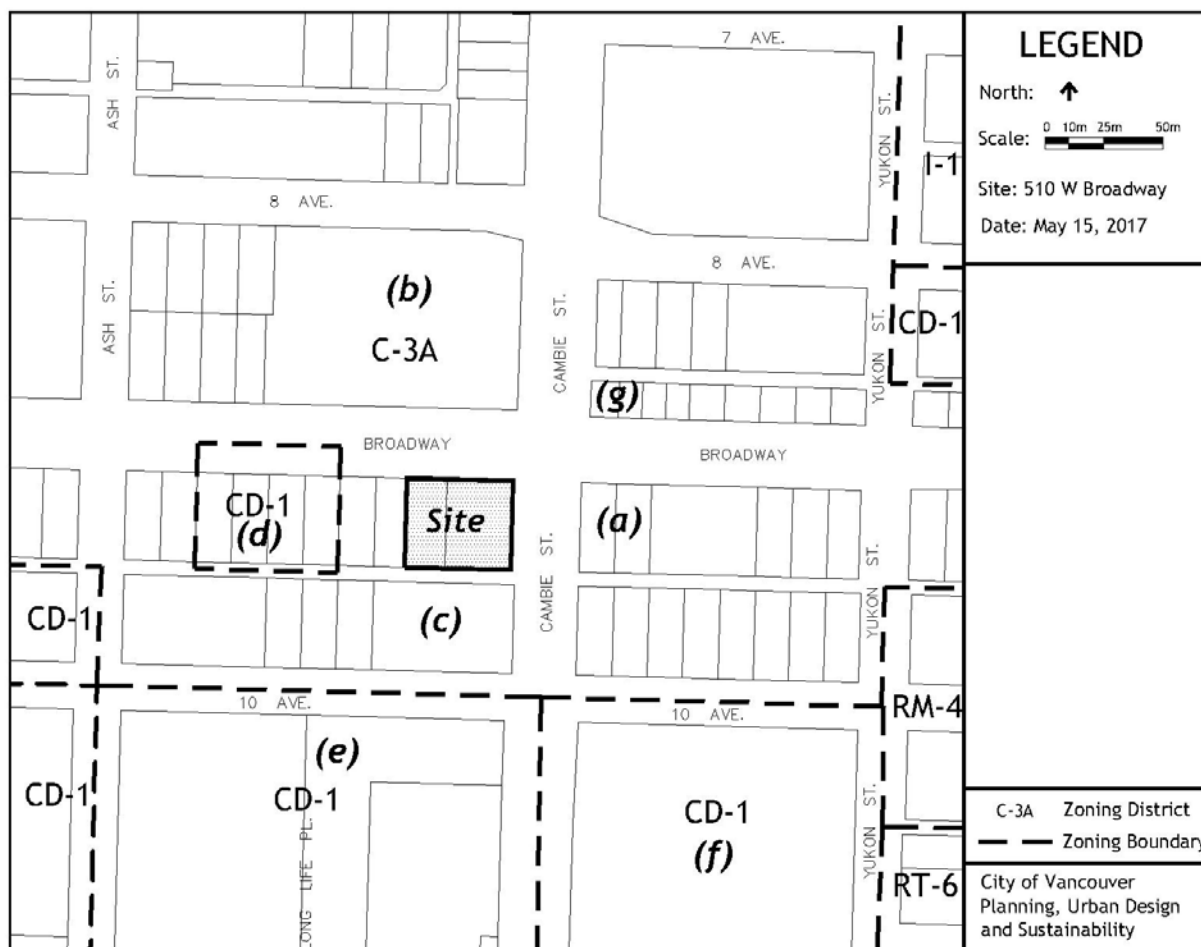
• **History of Application:**

17 03 24 Complete DE submitted
17 05 10 Urban Design Panel
17 06 28 Development Permit Staff Committee

• **Site:** The site is located on the south west corner of Cambie Street and West Broadway. The lot size is 149 ft. x 125 ft. and has a 12 ft. cross slope from the southwest corner to northeast.

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

- (a) Broadway-City Hall Canada Line Station, 496 W Broadway, 1-storey building;
- (b) Crossroads, 522 W Broadway, 10-storey mixed-use building;
- (c) City of Vancouver Building & Development Services, 515 W 10th Avenue, 4-storey office building;
- (d) Neelu Bachra Centre, 550 W Broadway, 7-storey commercial building;
- (e) Long Life Place, 500 W 10th Avenue, 7-storey residential building;
- (f) City Hall, 453 W 12th Avenue, 12-storey civic building; and
- (g) 497 W Broadway, large billboard at grade.



• **Background:**

Staff worked closely with the applicant throughout the pre-application process. A complete development permit application was submitted on March 24, 2017. The proposal appeared before the Urban Design Panel on May 10, 2017 and it was unanimously supported.

This application proposes retail, restaurant and office uses on a site located at an intersection which is a major transit hub including express and local bus service east and west along Broadway and the Canada Line rail service north and south on Cambie Street. These proposed uses accord well with the intent of the C-3A zone to provide for a wide range of commercial activities while preserving the character and general amenity of the area and its immediate surroundings.

Staff are bringing this application to the Development Permit Board seeking the approval of the recommended Standard Conditions in Appendix A, and also Recommended Condition 1.1 to improve the sustainable design of the building envelope.

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

- C-3A District Schedule
- Central Broadway C-3A Urban Design Guidelines
- Central Area Plan: Goals and Land Use Policy C-3A - Central Broadway
- View Protection Guidelines

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

1. C-3A District Schedule:

Use: The proposed uses (commercial-general office, commercial-retail, office-financial institution, service-restaurant) conform to the provisions of the C-3A District Schedule.

Density: The 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 may be considered under Section 4.7.5 of the C-3A District Schedule. The density proposed in the application meets the maximum of the zone, and therefore complies. Refer to Section 2 below regarding the earning of conditional density.

Height: The proposed height is 90.22 ft. to the top of the parapet. The outright height in the C-3A zone is 9.2 m (30.18 ft.). The Development Permit Board may permit increases in height to a maximum which is unspecified in the District Schedule. The Central Broadway C-3A Urban Design Guidelines provide further guidance regarding building height (see next section).

2. Central Broadway C-3A Urban Design Guidelines:

Density: Staff feel that the conditional density proposed in this application to the zone's maximum of 3.3 FSR has been earned through a number of positive design choices:

- 100% of the proposed floor area is jobs space;
- the provision of a generously proportioned public realm at a location of high pedestrian activity at the corner of Cambie and West Broadway;
- sensitivity to views from Cambie Street towards downtown and the North Shore Mountains, and also views to City Hall from downtown bridges;

- the use of high quality materials, attractive composition and thoughtful overall building massing; and
- the eight outdoor roof patios contribute to a healthy work environment for users of the office areas.

Staff's outstanding concern is the performance of the building envelope in reducing heat gain and loss. Because the majority of the proposed building's envelope is comprised of glazing, staff are recommending up-front Condition 1.1 to reduce the reliance on mechanical systems in managing temperature within the building. Staff recommend that the Board approve the proposed conditional density, pending the satisfaction of this condition.

Height: The guideline height for the Fairview sub-area of the C-3A zone is 120 feet, but the Guidelines also note that the sub-area's highest buildings should be located between Alder Street and Birch Street. More specifically, height of new development between Heather and Cambie Streets is restricted to avoid obstructing views of City Hall from Downtown bridges crossing False Creek. The Guidelines set a height of 250 feet geodetic which translates to approximately 6 storeys, or approximately 82 feet in building height on this site. Staff have tested the applicant's digital model and studied the views and found that views to City Hall were preserved from the key locations given the proposed height.

Massing: the C-3A Guidelines recommend that higher building elements be oriented to maximize sun penetration and views to the north. The Guidelines set out maximum building widths (as a percentage of site frontage) at a range of heights indicating that buildings should be slimmer as they increase in height. The proposed massing of the upper two storeys exceed the recommended envelope of the guidelines, meaning that the upper two storeys present a broader frontage to West Broadway than the Guidelines anticipate. However, staff are satisfied that the position of the upper massing, being significantly set back from both streets alleviates the impression of upper bulk. Further, strict compliance with this guideline would result in a significant reduction in office floor area because height is limited to preserve views. Staff feel that the proposal achieves the zone's maximum density and valued office space at this transit-proximate location within a form that is thoughtfully managed.

Street Wall Height: Guidelines recommend a 30 ft. street wall height on buildings on the south side of Broadway in the Fairview sub-area. This height has been set to allow sunlight to touch the north sidewalk on the winter solstice.

The addition of the Canada Line Station to the intersection of Cambie Street and West Broadway has permitted flexibility in staff's interpretation of this particular guideline. Note that a recently constructed building at 550 West Broadway with a 200 ft. frontage on the south side of the same block has a continuous six, and partial seven, storey street wall.

The massing and scale of the proposal is appropriate to the context and pedestrian nature of this block of West Broadway. The building proposes a four storey projected street wall element that relates to the three-storey buildings to the immediate west. And the building expression along West Broadway is composed of a push/pull massing that breaks up the impression of bulk as viewed from West Broadway. The upper storeys are also set back significantly (27 ft.) from the West Broadway property line.

3. Central Area Plan: Goals and Land Use Policy C-3A - Central Broadway

The Central Area Plan: Goals and Land Use Policy C-3A encourage the reshaping of secondary office zoning outside the downtown peninsula into an uptown office district. The proposed office use satisfies this objective.

4. View Protection Guidelines:

Two view cones apply to the subject site: 9.2.1 and 9.2.2, both originating from the intersection of Cambie Street and 12th Avenue and both having view subjects of the North Shore Mountains. The proposed building height and form does not protrude into either view cone; therefore the proposal complies with the View Protection Guideline policy.

● **Conclusion:**

This development proposal will provide desired jobs space near a major transit hub. Staff consider the proposed building, in its massing and expression, will be a positive contribution to the urban streetscape emerging along West Broadway. The earning of discretionary increases in density and height have been achieved subject to the conditions outlined in this report; therefore staff recommend support of the proposed application.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on May 10, 2017, and provided the following comments:

EVALUATION: SUPPORT

Patrick O'Sullivan, Development Planner, introduced the project as a development application to build a seven-storey building at a density of 3.3 FSR. The proposal provides 4 retail spaces at grade level, a retail and restaurant on level two and office use on levels three through seven. There is an amenity gym proposed on the southwest corner of Level 3 and a number of patios.

The guideline height for this sub-area of the C-3A zone is 120 feet. Height of the new development between Heather and Cambie is also restricted to avoid obstructing views of City Hall from Downtown bridges crossing False Creek. The Guidelines set a height of 250 feet geodetic which works out to be about 6 storeys, and approximately 82 feet on this site. Mr. O'Sullivan said that staff had inserted the applicant's digital model into our Sketch-Up master and studied the views and found that views to City Hall were preserved given the proposed height.

The massing is pulled back 30 ft. at upper levels back from the Cambie Street property line. Setbacks from both Cambie and Broadway comply with the City's setback requests for enhanced breadth for sidewalks. An enhanced setback area is provided at grade to create an outdoor corner space of 65 feet by 30 feet.

Mr. O'Sullivan then took questions from the panel.

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

1. Do you support the proposed height and massing?
2. Please comment on the design of the landscape and public realm.
3. Please comment on the proposed building expression and materiality.

Applicant's Introductory Comments: The applicant team started by mentioning that it is a busy intersection with a lot of pedestrian traffic. The massing was considered under the view cone guidelines. The characteristics of the buildings along Broadway have two basic typologies. Proposed is a two storey box floating over the ground floor. There is a potential coffee shop and an outdoor patio.

The proposed colour for the materials is orange tone with a shimmering surface. There is a more neutral on the box and a third colour on the vertical portion of the westbound access in the design. The proposed colours of the landscape are coordinated with the pallet. There is a location for a potential public art piece.

The public realm is designed to be fairly open. The restaurant tucked underneath should provide animation. The patterning is a loose metaphor for the underground streams. There are two finishes of the same stone in the proposed materials. There is a walk over strip lighting proposed that compliments the banding. Along the lane, there are several small planters with lines up the side.

At the podium levels, there is a lot of soil volume. The planting pallet is geared to birds and pollinators. There are bird houses proposed. There is a shared amenity space and gym and outdoor amenity space on some office levels. The roof will be treated with a gravel decorative band. The proposed sustainability measures include sunscreens, glazing, and the target is LEED Gold. The applicant team then took questions from the panel.

Panel Consensus: Having reviewed the project it was moved by Mr. Yijin Wen and seconded by Mr. James Cheng, and was the decision of the Urban Design Panel:

THAT the Panel recommend **SUPPORT** the project

Related Commentary: The panel noted that they supported the height and massing. One panel member recommended there be no parking on site. Furthermore, the panel supported the colour, landscape and greenery and appreciated the rain screening on the busy corner.

Applicant's Response: The applicant team thanked the panel.

Adjournment

There being no further business the meeting adjourned at 6:05 p.m.

ENGINEERING SERVICES

Engineering Services is supportive of relaxing the requirement of four Class B loading spaces for this development to two Class B loading spaces, provided that an additional Class A loading space is provided on site, which would increase the total Class A loading spaces to two (see Standard Condition A.1.2). In a multi-use commercial development such as this proposal, staff are confident that the two Class B loading spaces can accommodate the demand for larger trucks, while the additional Class A loading space will help meet the loading of smaller vehicles and deliveries which typically form the majority of loading activity.

The adjacent street topography and dimensions of the site make loading and vehicle access from the lane challenging, which would only be exacerbated by requiring four Class B loading spaces. Furthermore, the requirement to provide a utility corridor along the eastern edge of the site (as outlined in Standard Condition A.2.4) adds additional constraints on the southern edge of the proposed development. The utility corridor is necessary to facilitate the relocation of existing utilities within Cambie Street, most notably a Metro Vancouver sewer, in order to accommodate the future station integration between the Canada Line and planned Broadway Extension of the Millennium Line. Given the extremely significant nature of the future utility corridor and associated impact on the proposed development, there is additional rationale to support this Class B loading relaxation in this case.

NOTIFICATION

Two site signs were placed on the site on May 19, 2017, one facing Cambie Street and the other facing West Broadway. On May 18, 2017, 1218 notification postcards were sent to neighbouring property

owners advising them of the application, and offering additional information on the City's website. The postcard and the development application materials were posted online at vancouver.ca/devapps. At the time of this report, three responses have been received from our postcard/site sign notification. In summary one respondent requested more information and two respondents expressed concerns noted below:

Height: A respondent expressed concern that the seven storey building is too high and suggested five storeys would be more appropriate.

Staff Response:

The height of the proposed building is thirty feet lower than the guideline height for the Fairview sub-area zone and respects City view cones. The proposed height also satisfies the Guidelines' intent to preserve views of the City Hall tower from key locations (False Creek bridges and downtown). The building bulk has been well managed particularly by setting upper massing back 30 ft. from the Cambie Street property line and 27 ft. from the West Broadway property line. Staff and the Urban Design Panel feel the proposed height is well suited for the site.

Bus Stop: A respondent requested the bus stop on Cambie Street be improved for people waiting, including the provision of seating.

Staff Response:

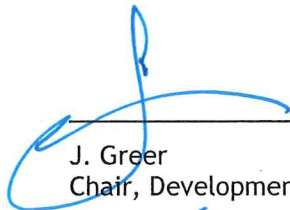
The public realm on Cambie Street is being increased to 5.5 m (18') from curb to building face. This extra width will provide additional room for people to queue or wait for the bus and also avoid conflicts with pedestrians or patrons of businesses at this location. As with all other bus stop locations that are impacted by redevelopment, the City's Engineering department will review this location in light of the of the improved public realm and determine the best approach for bus stop amenities.

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 decisions by both the Development Permit Board and the Director of Planning.

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 seeks a relaxation of loading. The Staff Committee supports the relaxations proposed.



J. Greer
Chair, Development Permit Staff Committee



P. O'Sullivan
Development Planner



J. Bosnjak
Project Coordinator

Project Facilitator: Lisa King

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 provision of Letter "B" which includes confirmation from the owner of the "donor" site that the agreement has been finalized, and confirming the new "balance" of transferable density remaining on the donor site;

A.1.2 provision of 2 Class A and 2 Class B loading spaces;

Note to Applicant: The current proposal shows 1 Class A and 2 Class B loading spaces. Staff are supportive of the relaxation of 2 Class B loading spaces provided 2 Class A loading spaces are provided. See Engineering Services commentary on page 9.

A.1.3 compliance with Section 6 - Bicycle Parking, of the Parking Bylaw;

Note to Applicant: A total of 6 Class B bicycle spaces are required. Label on both architectural and landscape plans.

A.1.4 compliance with Section 6.5.1 - Clothing Lockers, of the Parking Bylaw;

Note to Applicant: A total of 8 Male and 8 Female clothing lockers are required for the uses proposed.

A.1.5 renaming the unit noted Retail 2/Bank on the ground floor/2nd floor;

Note to Applicant: Please note that a Bank is considered an office use and should be labelled as Office - Financial Institution on all plans shown.

A.1.6 provision of updated statistics on page DP-A-1.00;

Note to Applicant: A breakdown of all the uses is to be shown (Retail, Restaurant, Office, Office - Financial Institution.)

A.1.7 provision of a legible site plan on page DP-A-1.02;

Note to Applicant: An updated site plan showing all information required per City of Vancouver DE Checklist) Major Applications.

A.1.8 deletion of all references to the proposed signage, or 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 assumes responsibility to achieve compliance with the Sign By-law and to obtain the required sign permits.";

Note to Applicant: The Sign By-law Coordinator should be contacted at 604.871.6714 for further information.

A.1.9 design development to ensure all proposed or potential future restaurant exhaust is directed through the roof or to the lane;

- A.1.10 design development to ensure service equipment including window washing infrastructure, cell tower and antennae elements do not incur into the public view cone(s);

Note to Applicant: These elements should be enclosed and/or integrated into the architecture. Indicate on the Roof Plan and elevations the location of any and all mechanical spaces, rooftop window-washing enclosures, and the location of any future telecommunications equipment.

Standard Landscape Conditions

- A.1.11 design development to improve lane interface by enabling some planting beds to soften the lane edge, on private property;

Note to Applicant: Planting at lane edge should be evergreen and woody, in order to provide year-round structure.

- A.1.12 design development to add planting buffers at back lane, in all available areas which do not require paving;

Note to Applicant: This is intended to enhance the lane interface and to reduce the amount of unnecessary paving.

- A.1.13 provision of maximized growing medium for trees and shrub planting to ensure long term health and sustainable growth on slab condition, to be confirmed by provision of typical details for planting on structure, including rootballs, drainage layer and depth dimensions to exceed BCSLA standard;

- A.1.14 coordination of proposed street trees with Engineering and the Park Board and the addition of the following note on the plans:

Final location, quantity, tree species to the satisfaction of the General Manager of Engineering. Contact Eileen Curran at 604-871-6131 to confirm planting location. New tree must be of good standard, minimum 6 cm calliper and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. New street trees to be confirmed prior to issuance of the building permit. Call Cabot Lyford at Park Board at 311 for tree species selection and planting requirements. Park Board to inspect and approve after tree planting completion.

Note to Applicant: Street trees should be confirmed and finalized and to appear on the Plant List, complete with species, sizes and quantities.

- A.1.15 coordination with the Park Board for structural soil specifications for street trees, to appear on the plans;

- A.1.16 provision of notations or legend on Irrigation plans, confirming hatched planted areas are to receive high-efficiency automatic irrigation;

- A.1.17 identification on the architectural and landscape drawings of any built features intended to create a bird friendly design;

Note to Applicant: 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.1.18 provision of bird friendly plants on the plant palette, enabling bird habitat conservation and bird habitat promotion;

A.1.19 provision of improved graphic quality to enable the plans to read clearly in black and white, deleting grey tones; and

Crime Prevention Through Environmental Design (CPTED)

A.1.20 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;
- (d) mischief in alcoves and vandalism, such as graffiti; and
- (e) mischief in the lowered garden at the south east corner of the site.

Note to Applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings.

A.2 Standard Engineering Conditions

A.2.1 arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lot A, Plan 21010, and Amended Lot 9 (See 286071L), Both of Block 360, DL 526 to create a single parcel;

A.2.2 arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a Statutory Right of Way for public pedestrian use of an expanded sidewalk over the north 2.25 m of the site. The Statutory Right of Way agreement is to accommodate parking levels P1 & P2 within the Statutory Right of Way area;

A.2.3 provision of a building setback and arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a surface Statutory Right of Way on Cambie Street to achieve a 5.5 m (18.0 ft.) sidewalk from the back of the proposed City curb;

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 determine the final setback and Statutory Right of Way width is required. The Statutory Right of Way will be free of any encumbrance such as structure, stairs, door swing, benches, landscape and bicycle parking at grade, however, portions of the building structure on level 2 and level 3 are to be accommodated within the Statutory Right of Way agreement.

A.2.4 arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for:

- a) Statutory Right of Way (which may be volumetric) for utility purposes adjacent to Cambie Street, measured from the east property line of the site. The Statutory Right of Way is to be 3.66 m wide below grade and 1.75 m above grade and will be free of all encumbrances.
 - b) Provisions for supporting a potential utility corridor to the underground parkade wall and allowing for the installation of any proposed utilities prior to construction of the 2nd floor of the building and the elevator access way at the southwest edge of the building.
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- c) Provisions for any above ground protrusions into the 1.75 m Statutory Right of Way to be de-mountable for facilitating future servicing and maintenance to underground utilities.
 - d) Provisions for any planters within 3.7 m of the existing property lines to be removable for facilitating future servicing and maintenance to underground utilities. No trees or root systems are permitted within 3.7 m of the existing property line.
 - e) Provisions for any excavation shoring and anchoring systems to avoid any utilities and to be de-tensioned and removable post construction.
- A.2.5 arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation are required;

Note to applicant: The existing wood pole in the lane conflicts with parking access.

- A.2.6 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required. Please submit a copy of the landscape plan directly to Engineering for review noting the following public realm improvements:

- a) CIP light broom finish sidewalk with saw cut joints on private and public property between the exposed aggregate front boulevard and the inside edge of the Statutory Right of Way and deletion of the stone paving proposed within the Statutory Right of Way on West Broadway and Cambie Street.
- b) Add note to landscape plans "Installation of parking regulatory signage on West Broadway and Cambie Street adjacent to the site to the satisfaction of the General Manager of Engineering Services".
- c) Eliminate trees in bus zone on Cambie Street and book end bus zone with a tree at each end.

- A.2.7 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

- a) Provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, and along the property line adjacent to all entrances.
- b) Provision of a double load throat in the loading area for the Class B loading spaces to increase maneuverability.

Note to Applicant: Additional loading is required to provide loading access from Cambie Street. Appendix A of the design supplement can be found at the following link. Appendix A provides throat width information and stall widths.

<http://vancouver.ca/files/cov/parking-loading-design-guidelines-stall-appendix-A.pdf>

- c) Provision of a section drawings indicating vertical clearance for the main ramp, security gate and loading zone, accounting for all mechanical projections.

Note to Applicant: 2.3 m of vertical clearance is required for access and maneuvering to all disability spaces and must be noted on plans, and 3.8 m clearance is required for loading bays.

- d) Provision of vehicle turning swaths to indicate 2-way flow on parkade ramp.
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Note to Applicant: Two TAC 'P' type vehicles should be used, as class A loading is proposed below grade.

- e) Provision of convex mirror(s) at bottom of ramps to improve visibility.
- f) Provision of wheel stops for stall 15 on drawing DP-A-2.02 Parking P1, and stall 53 and 54 on drawing DP-A-2.01 Parking P2.
- g) Provision of hatching in front of elevator lobby door on drawing DP-A-2.01 Parking P2 and DP-A-2.02 Parking P1.
- h) Provision of a plan showing the access route from the Class A bicycle spaces to reach the outside.

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

- i) Relocate the Class A Bicycle Room door on P1 away from the drive aisle to reduce conflict between cyclists and vehicles.

Note to Applicant: Consider moving door to grid line D.

- j) Provision of automatic door openers on the doors along the access route to bicycle parking, and note on plans.
- k) Clarify elevations leading from door to Retail 4 at El 81.5' and confirm grade transition between gridlines E and F on DP-A-2.03 Ground Floor.
- l) Reorient Class B bike racks to ensure that bicycles locked to the rack do not encroach over the 5.5 m (18.0 ft.) Statutory Right of Way and property line.

Please contact the Parking Management Branch for more information or refer to the Parking and Loading Design Guidelines at the following link: (<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>)

- A.2.8 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. If this development opts for a gas service, the gas riser must be installed on private property; and

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.2.9 provision of a canopy application is required.

Note to Applicant: The plan view shows all canopies within the property lines, the sections on pages DP-A-4.04 & 4.05 indicate that canopies will encroach over the Cambie Street property line. Canopies must be fully demountable and drained to the buildings internal drainage

system. Canopies are defined as a rigid roof like structure supported entirely from a building and where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56mm in thickness. (VBBL section 1A.9.8).

A.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:

- A.3.1 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media that may be contaminated and may be encountered during subsurface work at the site.

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 **January 24, 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 issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
 - B.2.5 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 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.
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B.2.6 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Perm
