
320 GRANVILLE STREET (COMPLETE APPLICATION)
DP-2016-00666 - CD-1 (pending)

JO/AW/WL/LEB/LM

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
N. Peacocke, Engineering Services
D. Naundorf, Housing Policy and Projects
D. Shearer, Park Board

Also Present:

J. Olinek, Urban Design & Development Planning
A. Wroblewski, Development Services
W. LeBreton, Development Services
J. Bosnjak, Development Services
C. Lu, Engineering Services

APPLICANT:

Bosa Development Ltd.
500 - 1901 Rosser Avenue
Burnaby, BC V5C 6S3

PROPERTY OWNER:

Granco Holdings Ltd, Inc.
500 - 1901 Rosser Avenue
Burnaby, BC V5C6S3

EXECUTIVE SUMMARY

- **Proposal:** To develop the site with a 30-storey retail / office building with a gross floor area totaling 35,140 m² and consisting of retail uses at grade and level two, amenity spaces at levels 3 and 4 all over eight levels of underground parking accessed off of the rear lane, subject to Council's enactment of the CD-1 By-law and approval of the Form of Development.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations and Applicant's Design Rationale

● **Issues:**

1. Entry Plaza including at grade public open space.
2. Urban design performance objectives and architectural expression.

- **Urban Design Panel: Support (5-2)**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2016-00666 submitted, the plans and information forming a part thereof, thereby permitting the development of a 30-storey retail / office building with a gross floor area totaling 35,140 m² and consisting of retail uses at grade and level two, amenity spaces at levels 3 and 4 all over eight levels of underground parking accessed off of the rear 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 of the lower levels of the building and to the open space at grade to improve access to natural light, views, openness, and public amenity for pedestrians, and to better relate the podium to nearby buildings;

Note to applicant: Revisions are recommended in five general areas:

- a) Existing buildings in the streetscape have expressed datum lines between three and four storeys. Raising the corresponding portions of the proposed podium, its entry ceiling, and its wood expression to these heights will better relate the application to the scale and proportion of the street. Increasing the height of the entry plaza up to the underside of the fourth storey will also improve light and views;
- b) A finer-grain level of detail, fenestration and materiality should be provided at the pedestrian level. Blank walls visible from Granville and Cordova Streets should be avoided;
- c) Improve amenity at grade by providing desire line paths across the plaza and accommodating facilities such as bike racks and bike share, bench seating and landscape feature elements on site. Explore opportunities for public art. Adjustment of the Public Bike Share position may be required to minimize impact on active at grade uses such as retail frontages and entries (see A.2.6 locating public bike share facility fully on private property);
- d) The lower level commercial spaces on the west and the upper level on the north are disassociated from grade. This can be addressed by providing direct access to retail spaces from the public realm. Consider access from immediately above or below such as open stairs, elevators and visual connection through floor openings;
- e) Continuous and unbroken weather protection must be provided on both streets. Canopies should extend horizontally for at least 70% of their height above grade.

- 1.2 design development to break up the visual massing of the tower and improve the skyline;

Note to Applicant: This may be achieved through further articulation of the design concept with greater variations or 'ripples' in the facade. Explore strategies to accentuate the inset expression such as window mullion offsets, architectural lighting, varying depths and grouping of the overall composition. The silhouette can be further improved by screening roof top appurtenances.

- 1.3 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: 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.

- 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:

| | | <i>Technical Review for: 320 Granville St</i> | | | | <i>DP-2016-00666</i> | | | | |
|-------------------------|-----------------------------|---|--------------|--------------|----------|------------------------|--------------|--------------|--------------|----------|
| | | PERMITTED/REQUIRED | | | | PROPOSED | | | | |
| Site Size | | 39.6 m x 36.6 ft. | | | | | | | | |
| Site Area ¹ | | 1,450 m ² | | | | | | | | |
| Use(s) | | Office building with commercial at grade | | | | | | | | |
| FSR | | 24.24 FSR | | | | 24.24 FSR | | | | |
| Floor Area ² | | 35,148 m ² | | | | 35,139 m ² | | | | |
| Height ³ | Top of roof slab | 112.00 m | | | | Top of roof slab | 110.20 m | | | |
| | Top of parapet | 114.80 m | | | | Top of parapet | 114.76 m | | | |
| | maximum geodetic elevation | 127.90 m | | | | | 127.90 m | | | |
| Parking ⁴ | DD - commercial | | | | | DD - commercial | | | | |
| | <i>Minimum</i> | 236 | | | | <i>Standard</i> | 133 | | | |
| | <i>Maximum</i> | 297 | | | | <i>Small car</i> | 129 | | | |
| | <i>Disability</i> | 14 | | | | <i>Disability</i> | 19 | | | |
| | <i>Max. Small Car (40%)</i> | 115 | | | | <i>Car Share</i> | 7 | | | |
| | Total | 236 | | | | Total | 288 | | | |
| Loading ⁵ | Class | A | B | C | | Class | A | B | C | |
| | <i>Commercial</i> | 5 | 2 | 0 | | <i>Commercial</i> | 5 | 2 | 0 | |
| | Total | 5 | 2 | 0 | | Total | 5 | 2 | 0 | |
| Bicycles ⁶ | Class | A | | | B | Class | A | | | B |
| | | Min *H | Max V | Min L | | | Min H | Max V | Min L | |
| | <i>Commercial</i> | 36 | 22 | 14 | 6 | <i>Commercial</i> | 59 | 16 | 0 | 6 |
| | Total | 72 | | | 6 | Total | 75 | | | 6 |

* Bicycle parking requires: Minimum 50% horizontal, Maximum 30% vertical and Minimum 20% lockers

¹ **Note on Site area:** Site area is per the draft CD-1 By-law.

² **Note on Floor area:** Condition A.1.4 seeks confirmation and clarification of floor area.

³ **Note on Height:** all elements including building maintenance unit to be below top of parapet, condition A.1.3 seeks confirmation. Currently the proposal sits below the restricting Queen Elizabeth view cone.

⁴ **Note on Parking:** Small car percentage exceeds the maximum 40%, condition A.1.5 seeks compliance with the parking by-law.

⁵ **Note on Loading:** Schedule C of the Parking By-law is pending an amendment to reduce the loading requirement to 5 Class A and 2 Class B at CD-1 by-law enactment.

⁶ **Note on Bicycle parking:** Bicycle parking is proposed in a room that exceeds the maximum 40 bike spaces per room, condition A.1.8 seeks compliance with section 6 of the Parking by-law.

• **Legal Description**

Lot: 2
Block: 14
District Lot: 541
Plan: VAP210

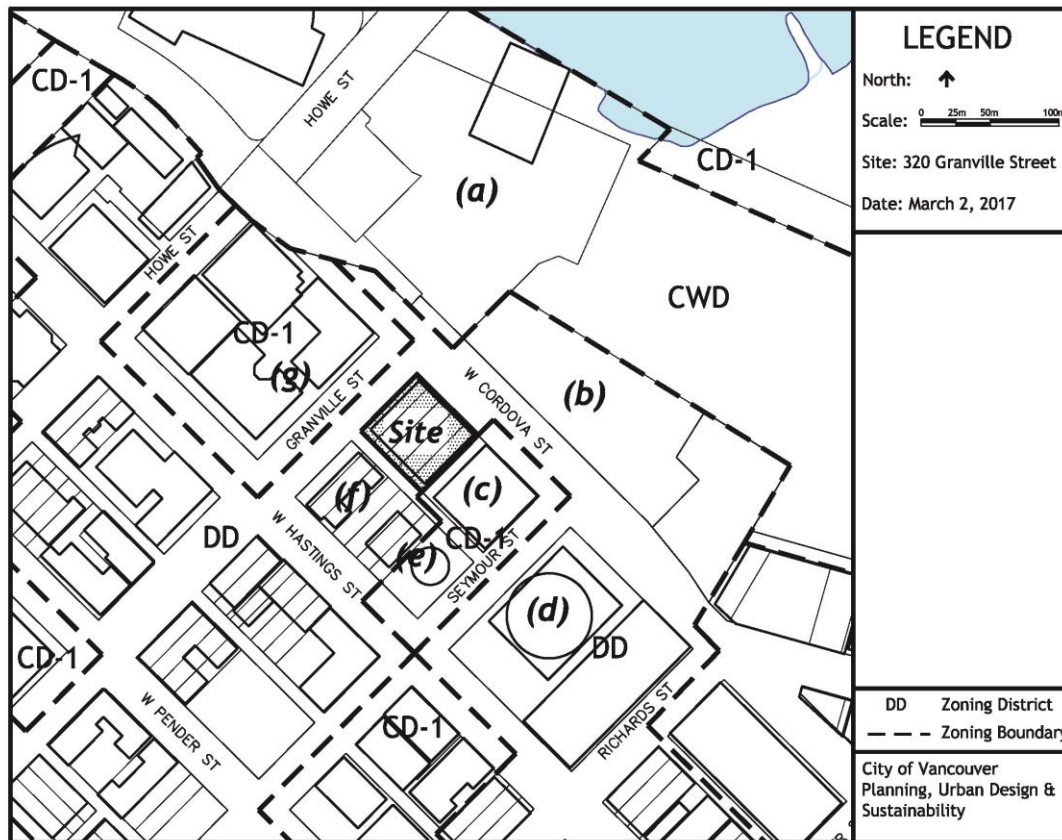
• **History of Application:**

07-15-14 Rezoning approved in principle
11-24-16 Complete DE submitted
02-22-17 Urban Design Panel
03-08-17 Development Permit Staff Committee

• **Site:** The site is located at the southeast corner of Granville and Cordova Streets in the core Central Business District (CBD). The site has 36.6 m (120 ft.) of frontage along Granville Street and 39.6 m (130 ft.) along Cordova Street. An eight-storey parkade currently occupies the site. The blocks surrounding the subject site contain primarily commercial buildings ranging from older two- to three-storey buildings to buildings with heights of about ten- to twelve- storeys, and newer developments up to 30 storeys. Significant developments in the immediate area are shown in map and are listed below:

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

- (a) 200 Granville Street – “Granville Square,” a 30-storey office building;
- (b) 601 W Cordova Street – “Waterfront Station,” a three-storey Heritage ‘A’ retail building and transportation hub;
- (c) 333 Seymour Street – “Grant Thornton Place,” a 18-storey office building;
- (d) 555 W Hastings – “Harbour Centre,” Heritage ‘B’ x and y buildings, up to ##-storeys;
- (e) 601 W Hastings – Approved DE419113, a 25-storey office building with a maximum height of 350’, including a public plaza and at-grade retail uses;
- (f) 675 W Hastings Street – “Royal Bank of Canada,” a 19-storey Heritage ‘A’ office building;
- (g) 757 W Hastings Street – “Sinclair Centre,” Heritage ‘A’ office and commercial buildings up to seven storeys



● **Background:**

The pending CD-1 By-law for this site and the form of development was approved by Council, subject to a series of conditions, following a Public Hearing, on July 15, 2014. Staff met with the applicant prior to submission of a development application to review progress on the rezoning conditions and generally supported the directions being pursued. The Development Permit was submitted on November 24, 2016.

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

CD-1 By-law and overall form of development (approved in principle 2014)

This by-law establishes the permitted uses, height and density for the site; to be considered in combination with the overall form of development approved in principle by Council.

DD (except Downtown South) C-5, C-6, HA-1 and HA-2 Character Area Descriptions (1975)

The proposal is located in Character Area A - Financial District. This is the older financial district with buildings of an earlier monumental character. The area serves as a transition zone in terms of height, use, style and age between older lower rise building and the newer high-rise Golden Triangle area. The objective of any new development should harmonize with the existing character in terms of use and scale.

Downtown Design Guidelines (September 30, 1975; last amended December 14, 1993)

Public Open Space: Provide varied, interesting and accessible open spaces that are carefully relate level changes, plant materials and pattern. Spaces associated with heavy pedestrian use should incorporate uses such as retail shops or restaurants. Facilities for the convenience of the public such as weather protection, bike racks and landscape features should be considered.

Environmental: Considerations for the provision of access to sunlight, weather-protected pedestrian routes and other design criteria to ensure continual pedestrian use.

Physical Design: The objectives for the urban design quality include energy-conserving principles, attractive pedestrian scale, intrinsic excellence of form and skyline, public amenities, respect of historically sensitive surroundings and in general a very high quality physical urban environment.

Green Buildings Policy for Rezoning (2009)

Requires LEED™ Gold certification, emphasizing optimized energy performance.

View Cone E1 Cambie Bridge and The Queen Elizabeth View Cone

The view cone E1 and the Queen Elizabeth View Cone limit the height to geodetic elevation 113.7m (373ft). At rezoning Staff have assessed the proposed height and concluded that the maximum additional height of development that could extend above this limit without creating a significant impact on Council's approved view cones is 1.1 m (4 ft.). The proposed height is within the permitted maximum.

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

Staff feel that the relevant policies and guidelines have been addressed in this development permit application except as noted below and in the recommended conditions of approval.

● **Response to Applicable Design Development Rezoning Conditions:**

Only conditions with significant remaining issues are included below.

Rezoning Condition 1: Reduction in rooftop height to be at or below 111.2 m, and reduction in the height of all built elements including elevator overruns to be at or below 114.8 m.

Note to Applicant: Height reductions are necessary to protect view corridors in place at the time of application. This will require a reduction in the number of floors. Staff will consider reallocation of the affected floor area, provided any revised design preserves the long-range view angles enjoyed by adjacent offices. This can be accomplished by careful additions to the east side. Note that communications equipment including cell towers and antennae cannot extend above the maximum height limits for this site.

Applicant Response: The overall height of the building conforms with the ceiling established by City staff with View Cone analysis provided by the Urban Design and Development Planning Centre. The maximum height was stipulated to be 127.90 meters geodetic elevation.

Staff Assessment: Standard condition A.1.3 seeks confirmation that the building height is in compliance.

Rezoning Condition 2: Design development to break up and vary the apparent visual mass of the tower through exterior design.

Note to Applicant: This can be accomplished through the use of graduated changes to glazing, colours and materials in the vertical axis; and more pronounced variation in the angles in plan to avoid wide, flat planes; in combination with other visual effects to vary the expanse of the building as seen from Granville Street. Consideration should also be given to comments by the Urban Design Panel on May 22, 2013.

Applicant Response: Specific to previous application - not applicable.

Staff Assessment: Staff acknowledges the revised Development Permit Application scheme is significantly different than the scheme submitted for at Rezoning. However, breaking up of the visual massing of the tower can be improved through further articulation of the design concept with greater variations or 'ripples' in the facade. Explore strategies to accentuate the inset expression such as window mullion offsets, architectural lighting, varying depths and grouping of the overall composition (see condition 1.2).

Rezoning Condition 3: Design development to the office portion of the tower to enhance its architectural contribution to the city as seen on the skyline and from street level.

Note to Applicant: The top of the tower will be visible from a range of locations in the Downtown area. This can be accomplished by the addition of a more distinctive visual treatment, including colour and lighting, integrated with other parts of the building, and more pronounced sculpting of the uppermost features.

Applicant Response: Skyline elements - as is demonstrated by the renderings in particular, the proposed design offers a very distinctive and signature skyline profile which will complement the downtown skyline. It is visible from both street level (see low-level rendering) as well as at the scale of the city at large.

Staff Assessment: Further design development of the skyline expression and silhouette is required to more fully screen roof top appurtenances including mechanical equipment, window washing equipment and elevator overrun. To accomplish this within the height limits, the roof slab may need to be lowered. Additional floor area may be relocated to the podium level or on the typical floor plate. Consideration to relate the saddle shaped parapet form more clearly to the rippled water design motif. This may inform strategies and opportunities to better screen appurtenances (see condition 1.2).

Rezoning Condition 4: Provision of material samples, enlarged drawings in plan and section, photographs and other materials that show how the application will resolve the wide variety of exterior conditions shown in schematic form at rezoning, especially: (a) the finely textured and varied treatments at the podium level, and (b) the exterior twists and folds of the tower glazing.

Note to Applicant: Careful detailing and selection of the glass and its framing systems will be needed to achieve the effects shown without diminution.

Applicant Response: Material sample boards will be provided in forthcoming DP presentations.

Staff Assessment: The material sample board has been received; large scale drawings and details have not been provided (see condition 1.3). Provision of additional drawings and material may result in further review comments to achieve the condition's objectives. Entry Plaza materials are dark, further contributing to a compressed feeling. Lighter materials should be considered. Real wood rather than faux wood painted panels should be considered at or near the pedestrian interface where possible. Highly reflective glazing is not supported. Consider solar shading strategies such as sunshades and fritting to improve heat gain performance and bird friendly design.

Rezoning Condition 6: Provision of generously sized and continuous weather protection along both streets. Note to Applicant: The design response should also reflect comments by the Urban Design Panel on May 22, 2013.

Applicant Response: Weather protection has been provided along both Granville Street and West Cordova Street by means of projecting canopies. These project across the property lines as was directed by City staff.

Staff Assessment: Continuous weather protection should be extended to cover the retail entry on the West (Granville St.) Elevation. Canopies should strive to achieve ratio of projection from the building face to height above grade of approximately 7:10.

Rezoning Condition 7: Provision of signage strategy to ensure a well-conceived approach to announcing the various uses and tenancies; Note to Applicant: Strategy should confirm signage hierarchy, location and type in a separate package from the drawing set provided for reference. The strategy should avoid generic approaches such as back-lit box signs and demonstrate a fine-grained and creative approach that reflects the position of this site beside the water front.

Applicant Response: Signage has yet to be considered in detail. It will be provided in a separate package as requested in due course as part of the DP approvals.

Staff Assessment: This condition has not been satisfied, a comprehensive signage package for reference is required for review as part of the approval process (refer to standard condition A.1.13).

- **Conclusion:** Staff support the application in general as the fulfillment of the site's potential, established at rezoning. Staff recommend approval, subject to the conditions noted in this report.

URBAN DESIGN PANEL

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

EVALUATION: SUPPORT (5-2)

- **Introduction:** Jason Olinek, Development Planner, started by noting that this site was rezoned in 2013 under the Metro Core Plan as well as the Central Waterfront HUB Framework which emphasized non-residential uses and the creation of job space close to transit. The proposal matches the CD-1 permitted height and density.

View Cones across the Cambie Bridge and Queen Elizabeth Park limit heights on the site to about 368 ft. The Base DD zoning for nearby sites limits FSR to 9.0 and the basic height to 300 ft. with a maximum conditional height of 450 ft. The Green Buildings Policy requires LEED™ Gold certification and emphasizes optimized energy performance.

This is a development application for a 30-storey office tower located at W Cordova Street and Granville Street. The proposed height is approximately 367 ft. and proposed FSR is 24.24. For context, the site is within the older financial district character area with significant heritage landmarks nearby including:

- RBC building to south (Heritage A)
- CPR (Waterfront) Station (Heritage A)
- Sinclair Centre to west with overpass to Granville Square (Heritage A)

An aim for this character area is to consider or strengthen the relationship of new development to the existing context. This may include expression of scale, architectural rhythm, coordinated open space or at grade uses.

Immediate Public Realm context is important to review as well. It includes:

- Granville Square due north, connecting with the Cordova pedestrian Bridge.
- Entry plaza to Grant Thornton Place
- The approved office tower at 601 W Hastings
- The RBC building and
- Water Front Station

The Downtown Design Guidelines aim is to create good, at grade, public open space. Such spaces include varied, visually interesting spaces which are accessible by a wide range of people throughout the year. Spaces could also be activated by at grade uses, such as retail shops and restaurants.

The tower silhouette will have a prominent lasting impact on the city skyline viewed from the north and in the harbor. Waterfront Station and Granville plaza make it unlikely that development will obscure the building's skyline silhouette in the immediate future.

Since the rezoning the building expression has taken a curvilinear form rather than the canted, angular form previously shown. The design concept results in variation in the envelope plane suggesting a ripple effect which emphasizes the horizontal stacked floor plates. Predominate tower materials include curtain wall glazing, with some metal and stone being employed at grade. The side-yard is improved to 12.5 ft. (3.8 m.) against the Grant Thornton building starting at Level 3, and rounded corners improve view angles from other neighbouring offices. This is not a residential block, so the typical 80 ft. tower separation is not a requirement.

Previous Panel's Consensus on key Aspects Needing Improvement:

- Design Development to podium level;
- Consider simplifying facades regarding sustainability;
- Design development of how building meets the ground;
- Consider weather protection around the building.

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

1. Please comment on materiality in general and with respect to the curvilinear geometry.
 2. Please comment on the public realm interface, the entry and the design of the at grade pedestrian spaces.
 3. Does the Panel support the proposed architectural expression and relationship to the neighbouring context?
 4. Please comment on the applicant's response in addressing Consensus items from the rezoning UDP appearance.
- **Applicant's Introductory Comments:** The applicant team introduced the project by noting that this site is important as the origination of Granville Street and as a gatepost to the waterfront. The sculptural quality to the building was born out of previous commentary, with the shadows cut down due to the rounded corners. The concavities have been balanced with convexity and offset with a series of ripples across the curtain wall to add complexity to the building. There is a supple waving to the building which is reflected in the parapet at the top, and this is meant to parallel the idea of waves and water when seen from a distance.

The soffits are to be done in a wood material and are to be lit at night. There is also a coverage given along Granville Street and Cordova Street to allow for travel under cover. A good portion of the site has been given over to public use, and there is retail and restaurant uses inside the building itself.

The plaza at the corner is a key space. The intent was to create a flow into the plaza and into the lobby to try and tie them together through materials. An attempt was made to respond to context by using basalt and granite as materials in the lobby. There are some tight edges to the site which have been softened, and include spaces to sit and perch. The overall design is one of tight spaces punctuated by the plaza.

The applicant team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - A better balance is needed between the reflective properties of the glass windows and sustainability approach to optimized energy performance;

- Design development of the public entry to relate to immediate context and encourage better access to daylight for the space;
 - Pay more attention to solar orientation to promote sustainability and improve passiveness;
 - Consideration should be paid to bike circulation and bike amenity provisions;
 - A better connection (more porosity) is needed between Cordova Street and Granville Street;
 - Consider additional social amenities for the offices including on the roof top.
- **Related Commentary:** The panel noted that the project has improved a lot from the rezoning scheme, but that more design development is needed to hide the mechanical parts better.

The podium needs much more attention as there is a lot of mass sitting on a tiny base. Do something to express the base a bit more to give the building more presence at the ground plane. If the building is not going to respond to the context of the buildings around it then more needs to be done to emphasize this aspect. Maintain the purity of the form, but be more sensitive to orientation. Consideration should be given to the depth of the mullions and to doing something with the slab edges in order to exaggerate the ripple more.

Additional porosity is needed both visually and to provide a connection to the adjacent transit station. The transition of the sloping grade to the lobby is not very well resolved. It would be better if there was a more seamless flow of glass going to the ground.

The building is more self-defined rather than complimentary to the surrounding buildings, which is ok. However, design development of the pedestrian entry is needed so that it fits in more with the area. Take the podium to the next level of design by going further with design development. There are accents of wood around the building, but this could be used further to enhance the building. More openness is needed with regards to the pedestrian access; both through architecture and by using lighter materials.

Think about how sustainability and energy performance will work in this building considering all the glass. More of a narrative is needed with regards to sustainable performance. This building should be targeting LEED Platinum, but currently does not seem to be doing enough to achieve even LEED Gold. The materiality is neat, but consider triple-glazing. More attention should also be given to providing bicycle amenities and to promoting bike use in the building.

There is an FSR exclusion for amenities, so more innovation needs to happen with regards to shared spaces. There is no excuse to not have more social and open spaces. Take a look at what is happening in other countries and cities in order to get ideas on how to improve social sustainability.

- **Applicant's Response:** The applicant team thanked the panel and noted that the comments were very perceptive and instructive. A design will be developed with a bit more amplitude for the shape of the building, although only so much can be carved out of the mass. More attention will be paid to the base, and it would be great if the amplitude of undulation could be increased at the top.

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 are contained in the prior-to conditions noted in Appendix A attached to this report.

ENVIRONMENTAL PROTECTION BRANCH

The recommendations of the Environmental Protection Branch are contained in the prior-to conditions noted in Appendix A attached to this report.

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

Two site signs were placed on the site, one fronting Granville and one fronting W Cordova Street, and their installation was verified on January 19, 2017. On February 3, 2017, 73 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. To date, there have been zero written responses received from the public.

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 the Development Permit Board. The application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.


The Staff Committee is confident that the proposal is consistent with the rezoning and supports the application with the conditions contained in this report.



J. Greer
Chair, Development Permit Staff Committee



Jason Olinek
Development Planner



Andrew Wroblewski
Project Coordinator

Project Facilitator: Wendy LeBreton

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 the pending CD-1 by-law can and does become enacted by City Council;

A.1.2 the proposed form of development can and does become approved by City Council;

A.1.3 compliance with section 4.1 - Height, of the draft CD-1 by-law;

Note to Applicant: Additional details regarding proposed Building Maintenance Unit shown at the roof level are required. Details are to include height and operation description and must comply with the height limitations of the draft CD-1 by-law and are to the satisfaction of the Director of Planning.

A.1.4 confirmation and compliance with section 5 - Floor Area and Density, of the draft CD-1 By-law;

Note to Applicant: Floor area is to be calculated to the extreme outer edge of the floor plate. A floor area exclusion for amenity area to a maximum of 929 m² may be applied. Provision of one set of FSR overlay drawings signed and sealed by the architect of record is required. Update project statistics as required. Also clarification is required for the portion of wall system which appears to be encroaching onto the neighbouring site on page A-102;

A.1.5 compliance with Section 4.1.8 - Number of Small Car Spaces, of the Parking By-law;

Note to Applicant: The proposal exceeds the maximum 40% small car maximum.

A.1.6 provision of notation on plans through a section drawing confirming a minimum vertical clearance of 3.8m for the loading spaces;

Note to Applicant: Clearance must account for mechanical, utilities and security doors.

A.1.7 provision of notation on plans confirming that the loading spaces conform to the minimum dimensions of the Parking By-law;

A.1.8 compliance with Section 6 - Off-street Bicycle Space Regulations, of the Parking By-Law;

Note to Applicant: Review section 6 of the parking by-law for bicycle room design. Individual bicycle rooms may hold no more than 40 bicycles and require a minimum of 50% horizontal spaces, maximum 30% vertical spaces and minimum 20% bicycle lockers.

A.1.9 provision of end of trip facilities that conform to the standards of the building by-law;

Note to Applicant: 72 Class A bicycle spaces will require 3 water closets, 2 wash basins and 3 showers for both male and female. See <http://vancouver.ca/files/cov/bylaw-7481-building-shower-facilities.pdf> for further details.

A.1.10 provision of the proposed Public Bike Share to be indicated on the site plan;

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 written confirmation shall be submitted by the applicant that 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;

A.1.13 provision of a separate signage strategy to ensure a well-conceived approach to announcing the various uses and tenancies;

Note to Applicant: This is a condition of rezoning that has not yet been addressed. Strategy should confirm signage hierarchy, location and type in a separate package from the drawing set provided for reference. The strategy should avoid generic approaches such as back-lit box signs and demonstrate a fine-grained and creative approach that reflects the position of this site beside the water front.

A.1.14 consideration to include bird friendly design features;

Note to Applicant: Notes on the elevation drawings should make clear that window glass is not mirrored, as suggested by the scale model. Refer to the Bird Friendly Design Guidelines for examples of other 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.1.15 confirmation that the application is on track to meeting the Green Buildings Policy for Rezoning including a minimum of LEED® Gold rating, with a minimum of 63 points in the LEED® rating system, 1 point each for water efficiency and stormwater management, and a minimum of 6 points under Optimize Energy Performance;

Note to Applicant: Provide a LEED® checklist and sustainable design strategy outlining how the proposed points will be achieved, a letter of confirmation from an accredited professional confirming that the building has been designed to meet these goals, and a receipt including registration number from the CaGBC. The checklist, registration number and strategy should be incorporated into the drawing set. Application for certification of the project will also be required under the policy.

Standard Landscape Conditions

A.1.16 exploration of opportunities to provide small trees and larger planters in the plaza area;

A.1.17 provision of large scale architectural and landscape cross sections through all planted areas, as follows:

- from north to south, through the ground level planting that runs parallel to Granville Street, showing the changes in grade of the terraces;
- through the plantings that are adjacent to the public bike share;
- the soil depth on all slabs.

Note to Applicant: it is noted that large landscape sections are provided without dimensions. However, both the architectural and landscape sections should include planter wall and soil depth dimensions in the vertical and horizontal plane. Soil depths should meet or exceed BCLNA Landscape Standard for planting on slab. Further comments may be outstanding.

A.1.18 clarification of the treatment of the terraces proposed parallel to Granville Street;

Note to Applicant: clarification is needed for the materials, size, patterns and plantings. Further comments may be outstanding to ensure the final plaza design materials are high quality and the layout is coherent and people friendly.

A.1.19 refinements to the landscape plans (Layout Plan), as follows:

- illustrate dimensions for all hardscaping, planters (inside and outside dimension), walls and steps;
- provision of a generous quantity of spot elevations throughout, so that materials and grade transitions can be fully understood.

A.1.20 provision of coordinated architectural and landscape plans and sections;

A.1.21 provision of high efficiency irrigation for all planted areas;

Note to Applicant: provide a separate irrigation size irrigation plan (one sheet size only) that illustrates symbols for any hose bibs and stub out locations. There should be accompanying written notes on the same plan and/or landscape plan describing the intent and/or standards of irrigation.

A.1.22 provision of a landscape lighting plan;

A.1.23 provision of new street trees adjacent to the development site, to be confirmed prior to the issuance of the building permit.

Note to Applicant: Contact Eileen Curran, Streets Engineering, ph: 604.871.6131 to confirm tree planting locations and Park Board, ph: 311 for tree species selection and planting requirements. Provide a notation on the development permit landscape plan, "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in deep. Planting depth of root ball must be below sidewalk grade. Call the Park Board for inspection after tree planting completion".

Crime Prevention Through Environmental Design (CPTED)

A.1.24 Notation on the drawings of those features provided in response to CPTED principles having particular regards for;

- a) mischief in alcoves and vandalism such as graffiti
- b) visibility and security in the underground parking in accordance with the Parking By-law including:
 - i. overhead light at exit door and steps lights,
 - ii. 24 hour lights and be painted white and
 - iii. visibility at doors, lobbies, stairs and other access routes;
- c) provide clarification of access to underground parking including natural visual surveillance, security, electronic communication and bicycle access.

A.2 Standard Engineering Conditions

A.2.1 delete the portions of exterior wall system from Level 3 to the roof which are shown encroaching over the north, west and south property lines (onto City property) as shown on pages A-103 to A-133;

A.2.2 provision of building setback and a surface SRW to achieve a 5.5 meter distance from the back of the City curb to the building face on Granville Street and on Cordova Street.

Note to Applicant: A legal survey of the existing dimension from the back of the City curb to the existing property line is required to determine the final setback/SRW dimension;

A.2.3 provision of City building grades and design elevations required at all entrances;

A.2.4 provision of a Transportation Assessment and Management Study performed by a qualified Transportation Engineer.

Note to Applicant: Please contact John Turecki at 604-873-7448 to confirm the scope of the study.

A.2.5 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

- a) Shared vehicle spaces must be a minimum of 2.9m width and 5.5m length.
 - b) Clarify the public access to the car share spaces and confirm access 24 hours a day.
 - c) Shared use vehicles to be located at the P1 parking level.
 - d) Label and dimension all parking stalls and loading bays.
Note to Applicant: Parking stalls and loading bays to be labelled for office or commercial use.
 - e) Provision of design elevations on both sides of the parking ramp, all ramp sections and the manoeuvre aisle, at all breakpoints, both sides of the loading bay, throughout the parking levels and at all entrances.
Note to Applicant: Where there is a curved ramp, provide grades two feet from the wall on the inside radius. The slope and length of the ramp sections to be shown both sides of all ramp section.
 - f) Show all overhead gates for the parking and loading on the plans.
 - g) Provision of section drawings showing elevations, vertical clearances, and security gates for the main ramp, through the loading bay and the parking levels.
Note to Applicant: Label minimum clearance for parking levels on the drawings, including at overhead gate and mechanical projections. Minimum 2.3m clearance is required for Class A loading and disability spaces.
 - h) Modification of the parking ramp design, as follows:
 - i. provide a 7.5% to 10% transition ramp for at least 4m in length at the bottom of the 15% ramp.
 - ii. provide increased width through the curved sections of the parking ramp to improve two-way traffic flow in the main ramp (refer to Section D2 and D4).
 - iii. provide a flare at the east side of the main parkade ramp entrance to facilitate ease of vehicle ingress and egress from either direction of travel in the lane.
 - iv. provide a corner cut through the inside radius at the bottom of the main parking ramp to enable two vehicles to pass each other unobstructed.
 - v. provide measures to address conflicts between vehicles on the ramp. Parabolic mirrors are recommended at all curved sections and at the bottom of the ramp.
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- vi. clarify if curb is proposed on the north side of the elevator core on all parking levels (corner cuts should be provided on all four corners of the elevator core on all parking levels to improve two-way flow).
- vii. provide load throats for each Class B loading bay on drawings. (Load throats to be free from columns and structure for maneuvering. Refer to page 3 of the Parking and Loading Design supplement for throat widths to aisle width ratios.)
- viii. Additional loading bay width for the second Class B loading spaces (each additional space must be 3.8m wide).
- ix. relocate the column encroaching into the most easterly Class B loading space.
- x. provide internal, stair free loading routes to all uses.
- xi. provide design elevations, with the slope and length of slope shown on the drawings for the bicycle access ramp.
- xii. provide minimum 3m width for two-way bicycle flow the length of the bicycle access ramp. (3m width to be provided between the wall and columns.)
- xiii. provide a corner cut on the inside radius of the bicycle access ramp for two-way flow. (Explore using a dedicated bicycle elevator in lieu of the bicycle access ramp for access to and from the Class A bicycle parking and the outside.)

A.2.6 provision of Public Bike Share (PBS) station to the satisfaction of the General Manager of Engineering Services;

Size and location: Provision of a SRW for a Public Bike Share station measuring a minimum of 16m x 4m fully on private property. The sidewalk on city property shall be clear of the Public Bike Share manoeuvring space.

Note to Applicant: The proposed size of the PBS space as shown on drawing A-1.01 and L1.0 along W Cordova St is not acceptable. The size of the PBS space as indicated on the drawing is short in length at only 14.4m and only 0.9m of the of the total 4m width of the station is shown on private property.

Surface treatment and grades: Confirm the full 16m x 4m PBS space is free of all ground utility access points. Any utility access point within 1m of the PBS space is to be identified and shown in a detailed drawing submitted.

Note to Applicant: A hard surface is required with no utility access points within 150mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval. 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. Remove text "16 bike stalls" from all drawings. (References to PBS space on drawings to be shown as "public bike share".)

Sun exposure and power: Confirm the height of the canopy from the ground. There must be a minimum of 5m vertical clearance. Drawing A-1.01 indicates a canopy above the PBS space.

Note to Applicant: No vertical obstructions to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day. Show location of electrical connection on drawing. Provision of an electrical service and electrical power to be available in close proximity to the PBS station with the development responsible for the on-going supply and cost of electricity to the PBS station.

A.2.7 provision of a section showing all elements fronting the 16m length of the PBS space to ensure no other elements are in conflict (ex; access to fire connections, h-vac vents, hose bibs, etc.).

- A.2.8 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required.

Note to Applicant: Please submit a copy of the landscape plan directly to Engineering for review;

- A.2.9 provision of top of wall and bottom of wall elevations in metric at key points of any walls located at the property line and adjacent to any sidewalks;

- A.2.10 provision of a minimum 18” setback between any sidewalk and any planting located at or near sidewalk elevation.

Note to Applicant: The setback may be a sod grass strip or hard surface. This is required to minimize encroachment of the plant material onto the sidewalk;

- A.2.11 provision of an Energy Transfer Station room on Levels P1 or P2.

Note to Applicant: The ETS room is not currently shown on the P1 or P2 level.

- A.2.12 clarification of garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.

Note to Applicant: pick up operations should not rely on bins being stored on the street or lane for pick up, bins are to be returned to storage areas immediately after emptying;

- A.2.13 a canopy application is required.

Note to Applicant: 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.2.14 provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

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 of suspect quality which may be encountered during subsurface work.

- A.3.2 In the event, contamination of any environmental media are encountered, a Notice of Commencement of Independent Remediation must be submitted to the Ministry of Environment and a copy to the City of Vancouver.

- Upon completion of remediation, a Notification of Completion of Independent Remediation must be submitted to the Ministry of Environment and a copy to the City of Vancouver.
 - Dewatering activities during remediation may require a Waste Discharge Permit.
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- Submit a copy of the completion of remediation report with supporting data signed by an Approved Professional confirming the lands have been remediated to the applicable land use prior to occupancy permit issuance.
- A.3.3 Must comply with all relevant provincial Acts and Regulations (e.g. Environmental Management Act, Contaminated Sites Regulation, Hazardous Waste Regulation) and municipal Bylaws (e.g. Fire Bylaw, Sewer and Watercourse Bylaw).
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B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Building Review Branch, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated March 8, 2017. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **October 3, 2017**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 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.1.4 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.1.5 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 Detailed design of the building HVAC and mechanical heating and cooling system must be submitted to and approved by the General Manager of Engineering Services prior to issuance of building permit.
- B.2.2 Confirmation, prior to issuance of building permit, that all heating equipment for all buildings comprising the development shall be centralized within one common mechanical room at parkade level, and that a dedicated space not less than 225 ft² shall be allocated within the central mechanical room, or other dedicated space connected to the central mechanical room, to serve as the development’s future Energy Transfer Station (ETS) connecting buildings to the Neighbourhood Energy System. The dedicated ETS space should be clearly labelled.
- B.2.3 Completion of the Confirmation of Neighbourhood Energy Connectivity Requirements letter of assurance by the design engineer of record, prior to issuance of building permit, certifying that the mechanical design of all buildings within the development adheres to the Neighbourhood Energy Connectivity Standards - Design Guidelines.
- B.2.4 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.2.5 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.
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- B.2.6 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.2.7 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.2.8 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.2.9 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.**
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