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CITY OF VANCOUVER  
DEVELOPMENT, BUILDINGS, & LICENSING

DEVELOPMENT PERMIT STAFF COMMITTEE  
MEETING  
July 8, 2020

FOR THE DEVELOPMENT PERMIT BOARD  
August 17, 2020

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1294 GRANVILLE STREET (COMPLETE APPLICATION)  
DP-2020-00099 – DD

CS/JS/OE/PF

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
J. Turecki, Engineering Services  
J. Olinek, Development Planning

**Also Present:**

C. Stanford, Development Planning  
J. Smallwood, Development Services  
O. Eriksson, Development Planning  
P. Fouladianpour, Development Services

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**APPLICANT**

Andrew Emmerson  
GBL Architects  
139 E. 8<sup>th</sup> Ave.  
Vancouver, BC  
V5T 1R8

**PROPERTY OWNER**

24KT Granville Properties Inc.  
1294 Granville St.  
Vancouver, BC  
V3R 4J7

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**EXECUTIVE SUMMARY**

- **Proposal:** To develop on this site a 6 storey mixed-use building with retail use on the first storey and dwelling use (29 units) from the second to sixth storeys with surface parking at the rear having vehicular 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. Architectural expression, and articulation;
2. Livability; and
3. Public Realm Interface

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

THAT the Board APPROVE Development Application No. DP-2020-00099 submitted, the plans and information forming a part thereof, thereby permitting the development on this site of a 6 storey mixed-use building with retail use on the first storey and dwelling use (29 units) from the second to sixth storeys with surface parking at the rear of the site having vehicular 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 refine the articulation, architectural expression, visual variety and material treatment of the building and its rendition of elements to ensure high quality design which fully reflects the rich articulation and importance of the Granville Street area by:
- i. refinement of the architectural appurtenances and sculpted building elements extending beyond the buildings streetwall height limit with provision of additional information to confirm satisfaction of height requirements;
  - ii. address transition to the adjoining building at grade by a partial stepping of the recessed area to achieve a continuous streetwall;
  - iii. utilize unique authentic, high quality, durable materials consistent to or superior than that shown in the drawings and images of the application; and,
  - iv. explore further strategies to improve green building performance identifying any significant thermal bridges and their resolution on design drawings while considering further strategies for passive techniques to improve green building performance.

**Note to Applicant:** The above requirements are to be understood in the context a natural progression and enhancement of a proposal whose broad principles are satisfactory, but still require positive design development consistent with best practice principals and appropriate to the next stage of a more detailed design.

- 1.2 design development to ensure the expression of the main residential entrance be appropriately scaled to the neighborhood context providing a point of distinctiveness in the streetscape treatment, enhancing articulation, hierarchy and wayfinding while balancing CPTED concerns and the provision of a more functionally generous lobby space within the building;
- 1.3 design development to ensure the successful design of dwelling unit layouts for long-term viability by provision of high quality residential livability with due regard paid to privacy, overlook, spacing, open space, safety/security, adequate lighting, ventilation, access and circulation as per below:
- i. use of appropriate design and construction techniques to buffer dwelling units from the noise and disruption of the street;
  - ii. mitigation of any nuisance issues related to the mechanical plants proximity to the level six amenity deck;
  - iii. minimization of narrow living spaces particularly where exacerbated by acute dimensions not optimal for furniture placement or enjoyment of space;

- iv. use of screening and planting sufficient to mitigate privacy and overlook concerns to neighbours particularly at balcony locations and outdoor deck spaces; and,
  - v. ensure that all family unit dwellings are designed in accordance with the principles and requirements of the High Density Housing for Families with Children Guidelines.
- 1.4 design development to improve the at-grade landscaping, the public realm interface and to provide all details necessary to confirm a lively public realm including:
- i. provision of landscape screening along Drake Street of the parking spaces located off the lane;
  - ii. refinement of the overall outdoor surface treatment to be high quality, visually interesting and cohesive with special attention at the material transition from public realm to the private property edge; and,
  - iii. provision of additional information with regards to the future programming of the ground floor amenity space use.

**Note to Applicant:** exploration of further mechanisms for a more coordinated fluid pedestrian realm with consideration of strategies including street furniture, bollards, benches, pedestrian-scale lighting, bike racks, guard rails, decorative grilles, planters etc.) and any other mechanisms that contribute to a more vibrant public realm interface.

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

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

• **Technical Analysis:**

Technical Review For:		1294 Granville St		DD (K3)				
Imperial		Permitted/Required		Proposed				
Site Size <sup>1</sup>				50	x	120	ft.	
Site Area <sup>1</sup>				6,000.00			sq.ft.	
Frontage				50			ft.	
Setbacks	Front Yard		0 ft.	Front Yard - Proj. N			0 ft.	
	Rear Yard above 30'		15 ft.	Rear Yard - Proj. S			18.5 ft.	
	Side Yard - Interior		0 ft.	Side Yard - Proj. W			5.58 ft.	
	Side Yard - Exterior		0 ft.	Side Yard - Proj. E			0 ft.	
Height <sup>2</sup>	Front PL Height		70 ft.	(IG 75 ft.)			74.5 ft.	
	Flanking		70 ft.	(IG )			74.5 ft.	
	Overall Height		89.9 ft.	(IG 73.65 ft.)			75.85 ft.	
FSR <sup>3</sup>				<i>Retail:</i>			0.22	
				<i>Dwelling:</i>			3.29	
	Total:		3.5	Total:			3.51	
Floor Area <sup>3</sup>				Total Retail:		1,294.00		
				Total Dwelling:		19,736.06		
		Total:	21,000.00	sq.ft.	Combined Total:	21,030.06	sq.ft.	
Balcony:	Total:	8%	1,578.88	sq.ft.	Total:	5%	991.00	sq.ft.
Amenity:	Total:	20%	4,200.00	sq.ft.	Total:	9%	1,851.00	sq.ft.
Dwelling Unit Type				Type - Market Strata	%		No.	
				Studio	0%		0	
				One Bedroom	83%		24	
				Two Bedroom	17%		5	
				Three Bedroom	0%		0	
				Total:	100%		29	
Horizontal Angle of Daylight				Confirmation of compliance required.				
Parking <sup>4</sup>	<i>Dwelling use:</i>							
				Car Share:			3	
	Standard:		0	Standard:			0	
	Small Car:	25%	0	Small Car:			0	
	Visitor:		0	Visitor:			0	
	Disability (>=7 units)		2	Disability:			0	

continued...

Loading	Class	A	B	C	Class	A	B	C
	Total	0	1	0	Total	0	1	0
Bicycle	Use	Class A	Class B	Class A		Class B		
	Retail:	0	0	<u>66</u>		<u>0</u>		
	Dwelling:	45	0	Locker:	23%	15		
	Total:	<u>45</u>	<u>0</u>	Horizontal:	50%	33		
	O/S	5%	2	Vertical	33%	15		
	Lockers	10%	4	Stacked:		0		
	Vertical	30%	13	Vertical + Stacked:	33%	15		
	Vrt + Stack	60%	27	Over Sized:	7%	3		

● **Review Notes:**

<sup>1</sup> **Note on Site Size and Site Area:** Site area is based off of the provided survey.

<sup>2</sup> **Note on Height:** The proposed site is located within Area 3 of the Downtown Official Development Plan. A base height of 70 ft. (21.33 m) is permitted. A proposed height of 74.5 ft. (22.7 m) has been calculated along the front property which exceeds the Downtown Official Development Plan. However, a height increase for architectural appurtenances that do not add to floor area (as is the case for this application) may be permitted up to 3.6 ft. (1.1 m) as per Section 10.18.5 – *Height of Building and Relaxation* of the Zoning and Development By-law. Compliance with the provisions of the Downtown Official Development Plan, the relevant Guidelines and Section 10.18.5 of the Zoning and Development By-law is sought through Standard condition A.1.8.

<sup>3</sup> **Note on FSR and Floor Area:** This application complies with the density requirements per Sub-area K-3 of the DD ODP permitting dwelling and retail uses up to 3.5 FSR, subject to the provision of some retail, or service use at grade.

<sup>4</sup> **Note on Parking:** There is no required parking required for the Dwelling and Retail uses. However, two disability spaces are required as per Section 4.8.4 of the Parking By-law. Compliance with parking requirements is sought through Standard condition A.1.13.

• **Legal Description:**

Lots: 18 & 19  
 Block: 103  
 District Lot: 541  
 Plan: 210

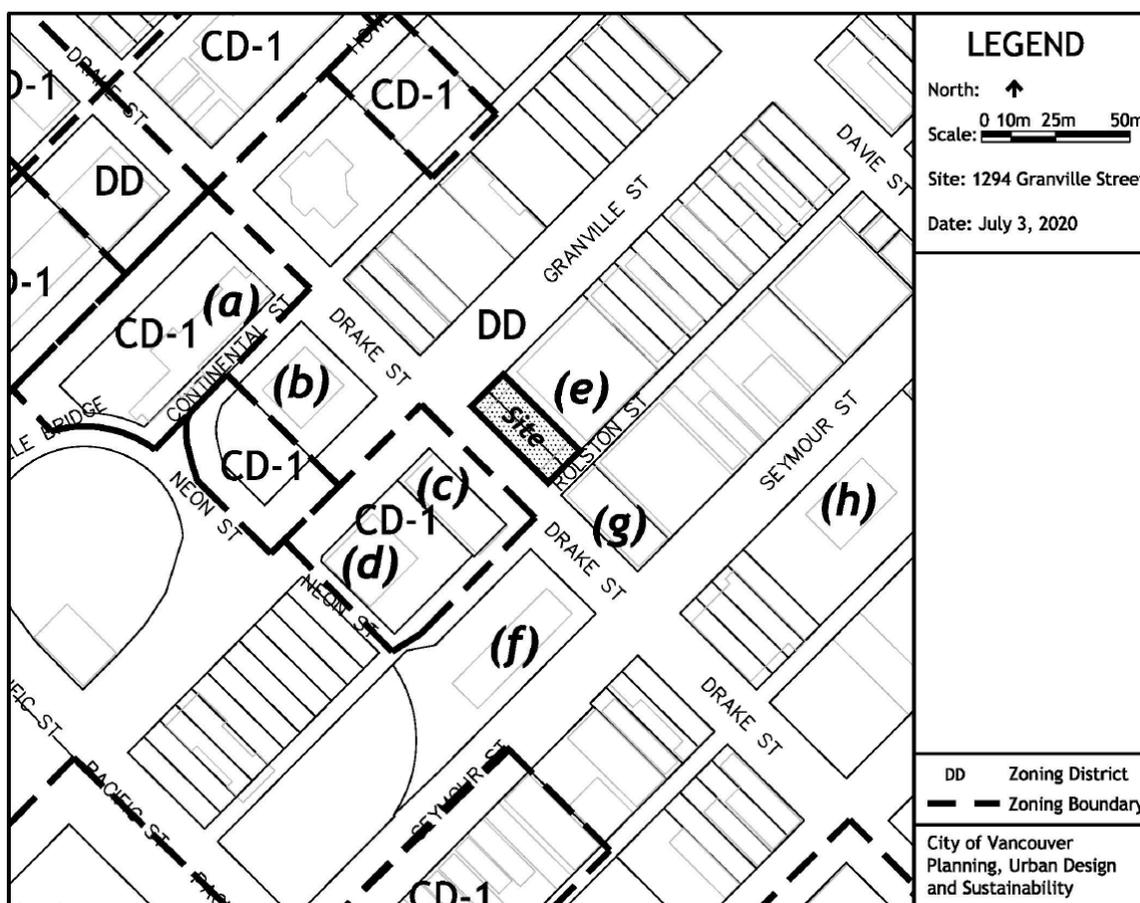
• **History of Application:**

11 02 20 Complete DP submitted  
 03 06 20 Urban Design Panel  
 08 07 20 Development Permit Staff Committee

• **Site:** The site is located at the south end of Granville Street at an intersection with Drake Street. The subject site measuring 50 ft. (15.2 m) by 120 ft. (36.6 m) is in the core of the Downtown District zoned DD, area K3 on a rectangular site with a lane to the rear and an approximate site area of 6,000 ft<sup>2</sup> (557 m<sup>2</sup>). There is a sloping grade falling approximately 7 ft. (2 m) along Drake Street for 120 ft. (37 m) from Granville Street to the lane while being relatively flat along Granville Street.

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

- (a) 1351 Granville Street, a 32 storey residential building.
- (b) 1388 Granville Street GEC Granville Suites, a 12 storey hotel building.
- (c) 1306 Granville Street Yale Hotel, a 3 storey heritage class B commercial building.
- (d) 1325 Granville Street, a 13 storey residential building.
- (e) 1278 Granville Street, a 9 storey mixed use building.
- (f) 600 Drake Street, a 12 storey residential building.
- (g) 1295 Seymour Street Federal Motor Co, a 2 storey, a heritage class B commercial building.
- (h) 1238 Seymour Street, a 32 storey residential building.



• **Background:**

Staff worked closely with the applicant throughout the pre-application process. A complete development permit application was submitted on February 11, 2020. The proposal appeared before the Urban Design Panel on June 03, 2020 and it was supported unanimously with recommendations.

The proposed uses align with the intent of the DD ODP to provide for a range of 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 B, and upfront recommended Conditions 1.1 to 1.4 to refine architectural expression, improve the public realm interface, and livability of the proposed building.

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

- 1) Downtown District Official Development Plan (1975)
- 2) Granville Street (Downtown South) Design Guidelines (1993)
- 3) High-Density Housing for Families with Children
- 4) Urban Agriculture Guidelines for the Private Realm

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

1) Downtown District Official Development Plan (1975)

The permitted maximum density is varied throughout this District based on the sub area. The relevant sub area for the subject site here is denoted by the letter 'K3' in the Downtown District Official Development Plan and the maximum density for all permitted uses shall be a total floor space ratio of 3.5. This is subject to the provision of retail/ service use at grade and that the density of residential use is required to not exceed a floor space ratio of 3.0 FSR. The maximum height restriction is denoted in area 3 in district map 3 of the ODP at 90 ft. (27.4 m), chamfering down to 70 ft. (21.3 m) along the Granville Street frontage with consideration for sculpted building elements and architectural appurtenances projecting above this. The basic maximum height is the distance between the ground plane and the horizontal planes shown on Figure 1 of the ODP shown at 70 ft. (21.3 m), and 90 ft. (27.4 m).

*Response: This development is in accordance with the allowable uses and overall FSR limitations with a slight relaxation requested on the mix of use concerning the extent of retail provision. It is also consistent with requirements for setbacks and the substantial principles of guidance outlined in the above document. Design development is required to refine with some minor adjustment the height of the streetwall as per recommended condition 1.1 and standard condition A.1.8.*

2) Granville Street (Downtown South) Design Guidelines (1993)

Granville Street has traditionally been a major retail street in Vancouver. The many theatres located there gave the area the name "Theatre Row" with hotels, particularly residential hotels, also being a common land use from Robson Street to the Granville Bridge. Development sites on Granville Street are severely affected by noise, especially from vehicular traffic and from uses which generate a lot of sound, such as bars and cabarets. In light of this context, high quality residential livability is required for all new dwelling units with particular regard for privacy, overlook, open space, safety and security, light and ventilation, and access and circulation. Appropriate design and construction techniques, must be used to buffer residential units from noise.

Granville Street contains a number of buildings on the Vancouver Heritage Register, which reinforce the character of the street with detailed facades (cornices, window sills, vertical pivot windows, brickwork, storefronts, theatre fronts, signs and marquees) that are important in the contribution they make to the general character of the street. While new development should take

its cues from the heritage buildings, it is equally important that it create a strong, fresh character of its own within the streetscape. New buildings should respect the massing, scale and quality of the heritage structures, but modern expressions and the use of non-traditional materials are encouraged. New buildings should reflect the durability and rich articulation of Granville Street's past, either through a palette of traditional materials or modern ones. Glazed brick, mosaic tile, rusticated terra cotta elements and decorative metal cornices are all materials that contribute to the character of Granville Street's existing buildings. Lasting materials like stone, brick and concrete are encouraged, as well as glass and metal. New development need not match adjacent or nearby existing buildings, but should be designed to ensure visual compatibility.

Minor vertical projections above the typical streetwall height of 70 ft. (21.3 m) can be considered for sculpted building elements and architectural appurtenances where these projections do not compromise basic building massing objectives for the street. Architectural appurtenances not containing floor area may extend 3.6 ft. (1.1 m) above the building height limit. The building satisfies these stipulations. There is no front or side yard setback requirement for the site however above 30 ft. in height at the rear, a setback of at least 15 ft. is required and this has been provided. Building walls abutting the lane should be fully designed and made attractive to neighboring developments and passers-by through articulation and use of quality materials and finishes. Landscape material should be incorporated in the project adjacent to the lane through provision of space, soil depth and irrigation (as necessary) for climbing plants, hanging plants, and/or shrubs and trees of suitable growing habit.

*Response: The proposal is substantially aligned with the guidelines requirements and the intention for providing appropriately scaled density along the Granville Street corridor, and creating a continuation of active commercial frontage at grade. The programmatic arrangement for the site helps meets the primary key objectives of the guidelines; ensuring that the predominant residential uses are oriented away from the busier Granville Street side, maximizing opportunities for south and west natural light. Additional work is required in the treatment of the lane and the applicant has been directed to provide additional screening as per recommended condition 1.4.*

### 3) High-Density Housing for Families with Children

Family housing developments should be compatible in scale, character, and materials to their surrounding neighbourhood. In new development areas with a wide range of social and economic mix, the scale of buildings and quality of design should be comparable for all projects. The use of high quality, durable materials is critical in family projects due to the intensive use which children make of their immediate environment.

Families with children should have reasonable and effective access to essential community services and recreational amenities. Care should be taken when family housing is developed on sites adjacent to non-residential land uses to provide for physical separation and security and for visual and acoustic privacy. There should be a sufficient number of family units in a project in order to give children peers to play with; to encourage a sense of community; and to support provision of adequate outdoor and indoor amenities for families and children with appropriate open space to meet the on-site needs of children and adults. Long-term sustainability and economic resilience require cities to have a balanced population, diverse in ages, and including families.

*Response: The proposal is substantially aligned with the guideline provisions including for communal and private amenity space both indoor and outdoor. Although there is not a high proportion of family units within the scheme, the site is within a very accessible transit friendly zone with a high concentration of commercial use in the area and the surrounding context is appropriate to the unit mix. The number of family units expected can be reduced if the project is located close to other family developments (of which there are a number in this area).*

4) Urban Agriculture Guidelines for the Private Realm

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The Guidelines encourage edible landscaping and shared gardening opportunities in private developments. Design development is needed to include planters with edible landscaping or which would be suitable for urban agricultural activity by residents, including the necessary supporting infrastructure to support such activity by residents.

*Response: Design development is required to include sufficient planters and to include supporting infrastructure as per standard condition A.1.19.*

• **Conclusion:**

The proposal is consistent overall with the intent of the existing DD ODP providing a positive contribution to the urban streetscape. It creates a unique and contemporary addition to the Granville Street area that is in keeping with requirements.

Staff therefore recommend approval of this proposal subject to further design development, including refinement of the architectural expression, improvements to the livability of the scheme and its interface between the at grade level building frontages and the Public Realm.

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on June 3, 2020, and provided the following comments:

**EVALUATION:** SUPPORT with Recommendations

**Introduction:**

Development Planner, Carl Stanford, began the presentation by explaining this proposal seeks to develop a single linear corner site to accommodate a stacked 6-storey building comprising of a single level of commercial use on the ground floor and five levels of residential with 29 dwelling units above all under existing DD zoning with an FSR of 3.5 and a proposed height of 21.3m/ 70'. The building will be serviced by a single basement level containing bicycle parking, bulk-storage lockers, and service rooms.

Principle governing policy for the site includes the:

- Downtown District Official Development Plan (1975)
- Granville Street (Downtown South) Design Guidelines (1993)
- High-Density Housing for Families with Children

The proposed development is situated in the Granville Street sub-area of the Downtown South planning area. The proposal is largely aligned with the guidelines intention for providing appropriately scaled density along the Granville Street corridor, and creating a continuation of active commercial frontage at grade. The programmatic arrangement for the site helps meets the primary key objectives of the guidelines; ensuring that the predominant residential uses are oriented away from the busier Granville Street side, maximizing opportunities for south and west natural light.

Under the existing DODP, the density permitted on a site may achieve a maximum permitted 3.5 FSR for market residential (with commercial on the ground floor).

The maximum height restriction for this site is 90', chamfering down to 70' along the Granville Street frontage with consideration for sculpted building elements projecting above. For up to 30 feet in building

height, no rear setback is required. Above 30 feet in height, a rear setback of at least 15 feet is required. Upper rear portions of a building may require greater setback to conform to the building envelope described in Section 4.1 of the Downtown Official Development Plan. There is no front or side yard setback requirement.

Treatment of the rear portions of buildings along Granville Street should respond sensitively to adjacent residential developments across the lane so as not to diminish the quality of enhancements to the lane environment. Landscaping should be provided where opportunities exist in rear setback areas, at grade and on roof decks. The application is in line with the 15 ft. requirement. Separation distances for residential to residential buildings are recommended as minimum 24 m/ 80 ft. and the proposal satisfies that requirement.

With regard to energy, the combination of punched windows and thermally broken balconies result in a sustainable building envelope. Additionally, the low 'window to wall' ratio assists in providing acoustical benefits to the residential units fronting Granville Street and Drake Street.

High quality residential livability should be achieved for all new dwelling units with regard for privacy, overlook, open space, safety and security, light and ventilation, and access and circulation. Development sites on Granville Street are severely affected by noise, especially from vehicular traffic and from uses which generate a lot of noise, such as bars and cabarets.

The subject site measuring 36.6 m (120 ft.) by 15.2 m (50 ft.) is located in the core of the Downtown District zoned DD, area K3 on a rectangular site at the south east corner of the intersection between Granville Street and Drake Street with a lane to the rear and an approximate site area of 557 m<sup>2</sup> (6,000 ft<sup>2</sup>). There is a sloping grade, falling approximately 2 m (7 ft.) along Drake for 120 ft. from Granville to the lane while being relatively flat along Granville.

Granville Street has traditionally been a major retail street in Vancouver's downtown area. The neighborhood is currently characterized by a mix of retail, commercial, and residential buildings. The immediate environs to the south, east and west are predominantly zoned DD. The context is a mix of commercial buildings and more recent residential development. It adjoins an existing 9-storey mixed-use rental building to the northeast. There are two residential towers to the south and west within adequate separation requirements.

The building form consists of a solid linear 'box' component with punched opens that fronts onto Granville and Drake Street over a glazed commercial level with an interstitial glazed transition to its neighbor. The underside of the 'solid box' has been angled upwards to facilitate retail exposure. The roof level of the parapet of the 'box' angles down to open up southern exposure to the amenity. This building steps down along its side, for a massing transition to the proposed neighboring six-storey form. As stated there is no building setback along the Granville and Drake Street sides, and a 15' building setback along the lane edge.

The residential entry is accessed off the Drake Street side. The five residential levels above house a total of 29 units consisting of 83% one bedroom units with the remainder being 2-beds. Each unit has access to a private balcony. The building has amenity space located at grade and on the uppermost floor level. The ground floor amenity space is accessed off the main residential lobby and fronts onto both Drake Street and the lane. The uppermost amenity space is contiguous to a large outdoor south facing amenity area.

The main commercial space on the ground floor is located on the corner of Granville and Drake, allowing for continuous commercial continuity along Granville. This commercial space is serviced by a Class B loading bay at the lane side, connected via a loading corridor that runs along the firewall edge of the building. The Class B loading bay will service the commercial component of the building. All Class A bicycle parking will be securely housed below grade in the basement level.

The palette for the building has been developed with a contemporary use of colour, and materials including white brick, architectural concrete, glass, and anodized aluminum that have a link to the past with a reference to the historic use of brick along Granville St. The brick face dissolves at various locations around the building form, diffusing the edges of the roofline and residential base, to lighten the visual perception of the overall building mass.

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

1. Please comment on the architectural expression, & articulation of massing of the project with consideration of the below:
  - a. Is the scale and relationship with the neighboring buildings/ Granville Street area appropriate and does the articulation of the proposed form establish an expression consistent with the character of the area and a successful integration with the historic context of the streetscape?
  - b. Consider the expression, colour, reflectivity, shape, proportions, fenestration, material treatment, and detailing with regard to the above.
2. Please comment on if the proposal sufficiently establishes high quality residential livability for all new dwelling units with regard to privacy, overlook, spacing, open space, safety/security, adequate lighting, ventilation, access and circulation?
3. Please comment on the success of the public realm interface with particular consideration of improve how the building transitions to and interfaces with the ground plane and the definition / articulation of the entry points for the different uses satisfactorily achieved?

**Applicant's Introductory Comments:**

The applicant noted that the scale of the proposed building is an appropriate response to the contextual scale of Granville and Yaletown and that the project has a clean monolithic massing with the intent to reinforce the corner of the building rather than trying to consolidate several styles. The goal was to keep a simplified design, and a more contemporary take appropriate to the area. The building is limited to 6 stories in height. A shoulder extension was provided to the adjacent existing mixed use residential building.

The main residential entry is located away from the busier Granville St frontage on Drake St. The overall focus is on the corner and main entry. Materiality includes a simple punched brick expression diffusing at the edges. There is solar shading at the south west elevation for the commercial and residential. The applicant noted that they tried to limit any physical impediments regarding accessing the commercial CRU. The frontage at the ground floor is glazed with hardscape landscaping at the front and back. The outdoor amenity off Drake St. helps soften the south corner.

The applicant noted that every dwelling unit has an outdoor space in the form of hanging balconies with the provision of a large outdoor communal space amenity at roof level. Screening has been provided at the rooftop. The amenity space at roof level is intended as a fun area for the occupants and any children with play areas expressed for all age groups.

The applicant noted the building has a beautiful façade. The façade borrowed some references from the streetscape and brought it to the design. The applicant used the idea of contrasting colors and diffused patterning with the public realm. The applicant noted they picked up on patterning with contrast paving and fused brick patterns. The same paving expression is continued on to the lane. The laneway has some buffer planting along its edge. The entry on Drake has a more of a landscaped character, so this was the right place to have more planting and create a buffer. The applicant noted they hope to express with linear street furnishings, bike racks and benches.

The applicant team then took questions from the panel.

**Panel’s Consensus on Key Aspects Needing Improvement:**

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

- Design Development to recess the residential lobby on Drake St to balance CPTED concerns while providing a more workable and generous lobby space.
- Design Development to enhance the livability of the units.
- Design Development to review the ground floor loading bay access corridor requirements with the City of Vancouver.

**Panel Commentary**

The Panel supported overall the massing, form, scale and relationships of the building and appreciated the contemporary expression, the goals of the project, its urban living and working space provision. The Panel also appreciated the inclusion of shadow study considerations at roof and at grade.

The Panel in general supports the livability of the units but noted concerns with some dwelling units. In particular the Panel noted the livability issues of the junior one bedrooms and suggested exploring an open studio concept or other solution to address these concerns.

The Panel suggested exploring brick on the North East façade where the horizontal metal cladding is and strongly encouraged privacy screens for the balconies. They were supportive of the business amenity space at grade but noted it could benefit from further consideration and programming to be successful.

The Panel appreciated the recessed quality of the residential lobby and how it presented itself to the street but noted some CPTED concerns to be addressed. The Panel also suggested exploring additional movement and articulation in the expression of the Drake St facing façade.

The Panel supported the landscaping and rooftop amenities overall but noted some concerns. It would be challenging to accommodate a hot tub at roof level given it will need barrier free access to it, changing facilities and other requirements. The Panel noted there may be visibility, privacy and potential acoustic issues regarding the level six amenity deck location looking as it does towards adjacent properties and being so close to the mechanical plant.

The Panel noted some concerns on the material treatment of the landscaping elements at grade, suggesting the use high quality materials here. The Panel noted that although stainless steel may be too costly for the applicant they could also explore the use of galvanized steel or other good quality treatment. The Panel appreciated the provision of the tree planting at the lane, providing some greenery and screening but strongly encouraged the applicant to provide a sufficient amount of structural soil to ensure long term health and success.

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

**ENGINEERING SERVICES**

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

**CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

The recommendations for CPTED measures are contained in the prior-to conditions noted in Appendix A attached to this report.

**LANDSCAPE**

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

**ENVIRONMENTAL PROTECTION BRANCH**

The recommendations for Environmental Protection 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, fire-fighting access and energy utilization requirements.

**NOTIFICATION**

On May 15, 2020, 7,888 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the City's website. The site sign was confirmed installed on May 6, 2020. Information about the application was posted to the City webpage on May 15, 2020.

We received six written responses, four in favour of the application and two noting concerns/objections with the proposal. Of the supportive responses, neighbours indicated that they would like to see even greater density (height and number of units) in this part of the City. Of the opposing responses, one neighbour was concerned about the height of the proposed development exceeding what is permitted in the Zoning and Development By-law. The other negative response cited concerns with the number of homeless in the area and the overall planning response to this portion of Granville Street.

**Density:**

Some respondents expressed concern that they would like to see greater density, height, and number of dwelling units available in the Downtown area of the City.

**Staff Response:**

Under the existing DD ODP, the density permitted on the subject site may achieve a maximum permitted

3.5 FSR for market residential (with commercial on the ground floor). The application is consistent with the 3.5 FSR maximum allowed under its use. Additional density therefore from the maximum allowable is only permissible where a site is subject to a heritage density transfer or other equivalent applicable density bonus scheme, or a change of use (in this case to rental residential with commercial at grade) or to pursue a rezoning application process, which would be subject to discretionary approval.

**Height:**

A respondent expressed concern that the height of the proposed development exceeds what is permitted in the Zoning and Development By-law

**Staff Response:**

The maximum height restriction for this site is 90 ft. (27.4 m) with the typical streetwall height at 70 ft. (21.3 m) and vertical projections above the maximum streetwall height allowable for sculpted building elements and architectural appurtenances to the maximum building height subject to consideration. These projections should not compromise basic building massing objectives for the street. This project proposes a height of 70 ft./21.3' with sculpted building elements projecting slightly as per the discretionary intent of the Granville Street (Downtown South) Guidelines. Architectural appurtenances not containing floor area may extend 3.6 ft. (1.1 m) above the building height limit. Staff is seeking compliance with all height requirements as per standard condition A.1.8 and recommended Condition 1.7.

**CPTED:**

Some respondents expressed concern with CPTED and social issues in the area and queried the planning response to this portion of Granville Street as to how it may address them.

**Staff Response:**

Staff is seeking design improvements specifically aimed at improving the CPTED response in standard condition A.1.23.

**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 [and Official Development Plan] 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.

Staff Committee supports the proposal with the conditions contained within this report.



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For J. Greer  
Chair, Development Permit Staff Committee



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C. Stanford  
Development Planner



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J. Smallwood  
Project Coordinator

Project Facilitator: P. Fouladianpour

## 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

#### Urban Design Conditions

- A.1.1 design development to explore where possible improvements to the CRU unit to enhance functional space requirements establishing long term viability with a minimum depth of approximately 10.7 m (35'); and
- A.1.2 design development to consider refinement of commercial entrances with clear delineation of architectural features and fenestration patterns that emphasize a scale appropriate for a neighborhood serving retail and to strengthen the connection between public and private space.

**Note to Applicant:** Entries at grade may be identified by use of lighting, materiality, colour, texture, projecting canopies, entry recesses or wayfinding cues.

- A.1.3 provision of all large scale architectural details sufficient to demonstrate a high quality of detailing appropriate to the sites prominent location as part of the historic Granville Streetscape including how the building transitions to and interfaces with the ground plane;
- A.1.4 maintain compliance with the Horizontal Angle of Daylight requirements for all dwelling units as referred to in the 'Access to Daylight, Views, and Ventilation In Dwelling Units Bulletin';
- A.1.5 design development to confirm continuous weather protection at grade that is integrated with the building design, demountable and effectively provides pedestrian comfort;
- A.1.6 identification on the plans and elevations of any built elements contributing to the building's sustainability performance in achieving its requirements; and
- A.1.7 design development to confirm integration of all rooftop mechanical equipment, including elevator override service volumes, photovoltaic panels, window washing infrastructure, cell tower, antennae elements or any other service equipment within the proposed mechanical enclosure and to ensure service equipment does not protrude into the public view cone beyond the allowable height.

**Note to Applicant:** The roof should remain uncluttered, as proposed, with all equipment being housed in the appurtenances. Where possible, enclosures should be of non-opaque materials and contribute to the overall architecture of the building.

#### Development Review Conditions

- A.1.8 confirmation of compliance with Section 4 – *Height of Buildings* of the Downtown Official Development Plan and Section 4.1 – *Height and Length* of the *Granville Street (Downtown South)* Guidelines;

**Note to Applicant:** The maximum permitted height at the front property line shall not exceed 70 ft. (21.34 m) plus an additional 3.6 ft. (1.1 m) for architectural appurtenances which do not increase floor area as per Section 10.18.5 – *Height of a Building and Relaxation* of the Zoning and Development By-law. An approximate height of 74.5 ft. (22.7 m) was calculated at the front property line and the height of the architectural feature wall shall be reduced by approximately 1 ft. (0.3 m). See also, Standard condition A.15.viii.

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- A.1.9 confirmation of compliance with Section 7 – *Social, Cultural and Recreational Amenities and Facilities* of the Downtown Official Development Plans;

**Note to Applicant:** Specify a use for the proposed amenity areas located on the first and sixth storeys which complies with one from the list of excluded uses.

- A.1.10 confirmation of compliance with Section 11.10.2 – *Dwelling Units* of the Zoning and Development By-law by providing a detailed and dimensioned dwelling unit plan(s) drawing;

**Note to Applicant:** The minimum dwelling unit area is 398.12 ft<sup>2</sup> (37 m<sup>2</sup>). There are a number of units that appear to be either noncompliant, or close to non-compliant. Provide dwelling unit plans with provided area. Dwelling unit area is to be measured from inside to inside face and of walls and not to include any in-suite storage which is being excluded from FSR.

- A.1.11 confirmation of compliance with Section 1 – *Land Use* of the Downtown Official Development Plan;

**Note to Applicant:** “Commercial” is not an approved use under the Zoning and Development By-law. A specific use that is permitted under sub-area K3 is required to be identified on the plans.

- A.1.12 confirmation of compliance with Section 5 – *Horizontal Angle of Daylight* of the Downtown Official Development Plan;

**Note to Applicant:** Provide Horizontal Angle of Daylight drawings which illustrate that each habitable room meets minimum requirements.

- A.1.13 compliance with Section 4.8.4(a) of the Parking By-law including:

**Note to Applicant:** Two (2) disability spaces are required to be provided.

- A.1.14 confirmation of compliance with Section 5 of the Parking By-law;

**Note to Applicant:** Ensure that the minimum size requirements of Class B loading spaces are met.

- A.1.15 provision of a revised drawing package which includes:

- i. updated project statistics which includes:
  - a. dwelling unit summary with the proposed dwelling unit area of each use.
- ii. an updated site plan which:
  - a. includes the building as if seen from above;
  - b. identifies all setbacks from:
    - i. the face of the building to the property lines;
    - ii. the face of building projections (canopies/balconies) to property lines; and
    - iii. the property lines to edge of parking and loading spaces.
  - c. includes all approved Building Grades;

- d. includes property dimensions;
- e. dimensions and identifies the type of parking/loading spaces proposed; and
- f. includes a dimension for the width of the lane;
- iii. updated floor plans which:
  - a. include dimensions of all exterior walls, overhands, canopies, etc.;
  - b. include details of all proposed parking and loading, including parking/loading widths and lengths and types of spaces proposed; and
  - c. room labels;
- iv. updated parking plan which confirms the correct amount of bicycle spaces;

**Note to Applicant:** The bicycle parking plans and the bicycle space legend do not match. For example, the plans show 15 bicycle lockers and the legend shows 23 proposed.

- v. updated FSR overlays;

**Note to Applicant:** Clarification of the proposed floor area of level 6 is required. The figures shown on the legend do not add up to the total net floor area shown. Additionally, it is recommended to remove the 'trellis' structure on the roof, as there are no exclusions from floor area for this structure permitted under the Downtown Official Development Plan.

- vi. revised roof plan which:

- a. is coordinated with the elevation drawings;

**Note to Applicant:** The current roof plan does not accurately coincide with the elevation drawings. For example, it does not appear to show that the parapet slopes after approximately 21 ft. (6.4 m), but rather be a continuous parapet with one elevation.

- b. includes spot elevations along the sloped parapet structures; and
- c. includes geodetic elevations of all screening, top-of-mechanical, top-of-parapets, top-of-guards, top-of-roof, etc.

- vii. revised elevation drawings which include geodetic elevations for all top-of-parapets, top-of-roof, top-of-mechanical, top-of-screens, etc.

**Note to Applicant:** Refer to sheet A-5.03 (South Elevation) which is missing a number of critical geodetic elevations.

- viii. height interpolation drawings which identifies all critical height points as per the Downtown Official Development Plan and the Granville Street (Downtown South) Guidelines;

**Note to Applicant:** Provide calculations on the drawings and dimensions used for the calculations for verification.

A.1.16 compliance with the *Floor Area Exclusions for Kitchen Exhaust Ducts and Shafts* Bulletin;

**Note to Applicant:** A vertical exhaust shaft is required to be provided from the retail unit to facilitate the potential for retail – limited food service, or restaurant uses.

A.1.17 confirmation of compliance with the *Bulk Storage and In-suite Storage – Multiple Family Residential Developments* bulletin; and

**Note to Applicant:** Confirm that the below grade storage spaces meet the minimum size requirements outlined in the bulletin. Consider providing typical bulk storage room detail to confirm size.

A.1.18 provision of the following notations to be included on the submitted plans:

- i. *“The acoustical measures will be incorporated into the final design and construction, based on the consultant’s recommendations”;*
- ii. *“Adequate and effective acoustical separation will be provided between the residential and non-residential portions of the building”;*
- iii. *“The design of the bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law”;*
- iv. *“Mechanical equipment (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555”;* and
- v. *“All proposed yards, setbacks and building dimensions are measured to the outside of cladding”.*

### Landscape Conditions

A.1.19 design development to the landscape design, as follows:

- i. provision of additional planting by the surface parking area to soften the interface to the lane;
- ii. provision of dedicated space for Urban Agriculture and confirmed compliance with City of Vancouver Urban Agriculture Guidelines, Section 3.0 Design Considerations (<http://vancouver.ca/files/cov/urban-agriculture-guidelines.pdf>); and

**Note to Applicant:** Planting space should be made available and associated amenities as per City of Vancouver urban agriculture guidelines should be provided. The dedicated area should have a minimum of 6 hours of direct sunlight per day and ideally be located away from areas of most intense use.

- iii. consideration to coordinate planter materiality with the architectural material palette.

**Note to Applicant:** Consider stainless steel or galvanized steel to respond to materiality of architecture.

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- A.1.20 provision of construction details or product specifications for landscape furnishings, arbors and other landscape elements to scale (1/2"=1'), confirming materials and allowable limits of height;
- A.1.21 provision of confirmed trenching locations for utility connections, avoiding conflict with tree root zones and addition of the following note; and

**"Trenching for utility connections to be coordinated with Engineering Department to ensure safe root zones of retained trees. Tree protection for street trees to be provided as per Engineering/Park Board guidelines".**

**Note to Applicant:** Relocation of trenching locations is required if in conflict with tree protection.

- A.1.22 provision on landscape drawings of landscape features intended to create bird friendly design.

**Note to Applicant:** Bird friendly plants should be included on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of landscape 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>

### **Crime Prevention Through Environmental Design (CPTED)**

- A.1.23 design development to respond to CPTED principles, having particular regards for:
- i. refinement of the residential entrance to address CPTED concerns;
  - ii. pedestrian-scaled lighting to improve safety and security around the building with provision of a conceptual lighting strategy ensuring appropriate lighting levels and CPTED performance, while minimizing glare for nearby residents.
  - iii. defensibility and reducing opportunities for loitering;
  - iv. avoid hidden alcoves and concealed spaces along the streets and underground;
  - v. residential break and enter;
  - vi. mail theft;
  - vii. safety, passive overlook, & security; and,
  - viii. prevention of vandalism and graffiti.

**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 provision of correctly labeled interpolated building grades, including at all entrances, parking and loading areas;

**Note to Applicant:** Building grade not shown on the southwest corner and incorrect building grade on the northwest corner.

- A.2.2 provision of the following improvements on Drake Street adjacent the site;
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- i. 3.93 ft. (1.2 m) exposed aggregate front boulevard with matching tree surrounds to City standard;
- ii. pedestrian lane crossing;
- iii. saw cut control joint with broom finish sidewalks to City standard from edge of front boulevard to property line;
- iv. new or replacement duct bank that meets current City's standards. Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure;
- v. adjustment to all existing infrastructure to accommodate the proposed street improvements;
- vi. replacement tree for the damaged and in poor health street tree as specified in the Arborist Report;
- vii. structural soil to be used as the subgrade beneath the new sidewalk;
- viii. root barriers at the property line for the tree on private property at the lane and back of walk; and
- ix. deletion of the following note shown on the Landscape Plan which references another project site:

"Provision of standard sidewalk treatments for Main St and 35th St. Saw cut sidewalks 1.8m x 1.8m STANDARD 1.2m FRONT BOULEVARD."

- A.2.3 provision of a finalized Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** A TDM Plan with a minimum of 24 points is required [to achieve the proposed vehicle parking reduction. The proposed plan achieves 33 points. Refer to [Schedule B](#) of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package. The following additional information and clarifications are required to accept the TDM measures proposed:

- i. ACT-01 – Additional Class A bicycle parking;
  - Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.
- ii. COM-01 – Car Share Spaces; and
  - Identify/note/dimension car share spaces on plans.
- iii. COM-02 – Car Share Vehicles and Spaces.
  - Identify/note/dimension car share spaces on plans.

**Note to Applicant:** Subject to the acceptance and approval of the finalized TDM plan, the development is eligible for the following reductions to minimum vehicle parking requirements:

- Residential – 100% reduction

- A.2.4 subject to the acceptance of the finalized TDM Plan, entry into a TDM agreement, to the
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satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:

- i. Secures provision of funding towards long-term TDM monitoring funding the amount of amount of \$2 per square metre of gross floor area;
  - ii. Secures the provision of TDM measures on the site:
    - ACT – 02 – Additional Class A bicycle parking;
    - COM – 01 – Car Share Space; and
    - COM – 02 – Car Share space and vehicle.
  - iii. Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and
  - iv. Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
- A.2.5 provision of compliance with the Transportation Demand Management (TDM) Plan, as per the finalized TDM agreements;
- A.2.6 provision of note on all ground level and parking level plans “Vehicle parking layout approved, subject to compliance with approved Transportation Demand Management (TDM) Plan.”
- A.2.7 subject to the acceptance of the finalized TDM Plan, entry into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 1 Shared Vehicle and the provision and maintenance of 3 Shared Vehicle Parking Spaces for use exclusively by such Shared Vehicles, on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:
- i. provide 1 Shared Vehicle(s) to the development for a minimum period of 3 years;
  - ii. enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
  - iii. provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
  - iv. make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
  - v. provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle;
  - vi. registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions; and
  - vii. a letter of intent from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy. The letter is to also indicate acceptance of the general location, configuration and accessibility of the shared vehicle spaces.
- A.2.8 provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement:
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- i. provision of elevator access for all bicycle spaces located below grade;

**Note to Applicant:** The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles. Accommodation of oversized bicycles within this elevator may increase requirements.

- ii. update drawings to clarify if Class A bicycle access aisles meet 3.93 ft. (1.2 m) width requirements;

**Note to Applicant:** Currently the bicycle storage room holding 26 bicycles appears to have a drafting error within the aisle.

- iii. provision of automatic door openers for all doors on the route from Class A bicycle parking spaces to the outside; and

- iv. provision of commercial Class A bicycle storage independent of the residential storage.

- A.2.9 provision of improved access and design access and design of loading spaces and compliance with the Parking and Loading Design Supplement.

**Note to Applicant:** The slope of the loading bay must not exceed 5%.

- A.2.10 provision of improved access and design access and design of the parkade layout and compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:

- i. provision of accessible parking as per Bylaw;

**Note to Applicant:** 29 residential units require 2 accessible parking spaces. Payment in lieu may be used to reduce this.

- ii. improved accessibility and function of the proposed shared vehicle spaces; and

- iii. provision of 2.9m stall width for shared vehicle parking spaces.

- A.2.11 provision of the following information is required for drawing submission to facilitate a complete Transportation review:

- i. all types of parking and loading spaces individually numbered and labelled on the drawings;

- ii. dimensions for typical parking spaces;

- iii. design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings; and

- iv. indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.

- A.2.12 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 Lots 18 and 19, Block 103, District Lot 541, Plan 210 to create a single parcel;
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**Note to Applicant:** Arrangements should be made for the release of Party Wall Agreement 55607H prior to occupancy.

- A.2.13 provision of a Shared Use Loading Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the Class B loading space between the commercial and residential uses;

**Note to Applicant:** Label the space as 'Residential and Commercial Loading'.

- A.2.14 the owner or the representative is advised to contact Engineering to acquire the project's permissible street use;

**Note to Applicant:** Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permission.

- A.2.15 provision of a separate application to the satisfaction of the General Manager of Engineering Services for any canopy encroaching over public property;

**Note to Applicant:** Submitted drawing with the application is to show a canopy as defined in Vancouver Building By-law section 1.8.8. Show and note that the canopy is fully demountable and drained to the buildings internal drainage systems and that the minimum height requirement has been met.

- A.2.16 provision of all utility services to be underground from the closest existing suitable service point for this "conditional" development. In addition, submission of a written confirmation from BC Hydro that all required electrical plant is provided for on the development property;

**Note to Applicant:** BC Hydro service to the site shall be primary. All BC Hydro infrastructure (e.g., pad mounted transformer, vista switch and control kiosks) shall be located on the development property.

Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan. All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant shall acquire written acceptance from the third party utilities prior to submitting to the city. The review of third party utility service drawings will not be initiated until the Key Plan is completed.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at [umb@vancouver.ca](mailto:umb@vancouver.ca).

- A.2.17 submission of written acknowledgment that detailed confirmations will be submitted at building permit stage for construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site; and

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

- A.2.18 construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a
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provincial Approval or License.

**Note to Applicant:** Applications for provincial Use Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.

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

- A.3.1 provision of a completed Site Profile to Environmental Services;
  - A.3.2 as required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter and Section 85.1(2)(g) of the Land Title Act, if applicable; and
  - A.3.3 if required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated therefrom on terms and conditions satisfactory to the Manager of Environmental Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until a Certificate of Compliance for each of the on-site contamination and the dedicated lands, if any, have been issued by the Ministry of Environment and provided to the City.
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**B.1 Standard Notes to Applicant**

- B.1.1 Written confirmation to be submitted when the Development Permit notification site sign has been removed.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **February 17, 2021**, 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 Requires a Certificate of Compliance from the Ministry of Environment prior to issuance of the occupancy permit.
  - B.2.2 Waste Discharge Permit may be required for any dewatering on the site.
  - B.2.3 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any subsurface work.
  - 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.
  - 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 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the
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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.**
-