
CITY OF VANCOUVER
DEVELOPMENT, BUILDINGS & LICENSING

DEVELOPMENT PERMIT STAFF COMMITTEE
MEETING
November 13, 2019

FOR THE DEVELOPMENT PERMIT BOARD
December 9, 2019

1465 – 1489 West Broadway (COMPLETE APPLICATION)
DP-2019-00704 – C-3A

KS/VK/SF/KI

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
C. Chant, Engineering Services

Also Present:

K. Spaans, Urban Design & Development Planning
M. Lee-Hunt, Rapid Transit Office
S. Farmand, Urban Design & Development Planning
V. Kopy, Development Services
K. Imani, Development Services

APPLICANT:

Nathan Shuttleworth
PCI Developments
#300 – 1030 West Georgia Street
Vancouver, BC V6 2Y5

PROPERTY OWNER:

1489 West Broadway Nominee Corp
C/O Warrington PCI Management
300-1030 West Georgia Street
Vancouver BC, V6E 2Y3

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with a five-storey mixed-use building, consisting of retail and financial institutional uses on the first-storey, with general office use from second to fifth-storey, along with at grade transit station entrance at southwest corner of the site, to serve the anticipated underground Broadway Subway project, and six-storeys of below grade parking having vehicular access from the existing lane.

See Appendix A Standard Conditions
Appendix B Standard Notes and Conditions of Development Permit
Appendix C Building Review Branch comments
Appendix D Plans and Elevations
Appendix E Applicant's Design Rationale

● **Issues:**

1. Interface between the subject building, the integral transit station head house, and the public realm
2. Maximizing physical permeability / retail frontage along Granville Street
3. Oversupply of underground parking for proposed form of development, anticipating future higher building form on the site

● **Urban Design Panel: Support with Recommendation**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2019-00704 submitted, the plans and information forming a part thereof, thereby permitting the development of a five-storey mixed-use building, consisting of retail and financial institutional uses on the first-storey, with general office use from second to fifth-storey, along with at grade station entrance at southwest corner of the site, to serve the anticipated underground Broadway Subway project, and six-storeys of below grade parking having vehicular access from the existing 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 improve the expression and visibility of the transit station entrance to provide for an improved sense of welcoming for transit users by way of the following architectural design strategies:

- i. extending the granite pavers proposed at the station welcome mat and at grade around the south and west frontages of the building out to the curb, extending to the easternmost extent of the station head house at the south frontage, and to the northernmost extent of the station head house at the west frontage;

Note to Applicant: In concert with the expanded area of granite in front of the station head house, the granite currently proposed to extend from the building face to the property line for the length of the west and south frontages, not including at areas directly outside the station head house, should be reduced in width to provide for a sidewalk of no less than 13 ft. (4.0 m) in width. Also refer to related **Engineering Services condition A.2.19**

- ii. providing a second point of entry into the station head house in the western-most curtain wall bay at on the south façade, or provisions in the design of the curtain wall system for the easy addition of second point of entry in future;
- iii. design development to relocate the northwest commercial retail unit entrance from the station welcome mat area to the Granville St. frontage, is highly recommended. Planters, benches, heritage interpretive signage, and other such enhancements should be provided in place of the entrance along the south wall of the welcome mat area;

Note to Applicant: Activating Granville St. should be treated as a primary design consideration through design development, and if an entrance to the CRU is demonstrated to be unfeasible, other measures should be explored to ensure a high level of visual permeability along this frontage. Also refer to **Heritage Planning condition A.1.24.**

- iv. design consideration to modify the design of the at-grade curtain wall units and / or the building geometry at the station entrance to complement the architectural sunshades at levels two and three and visually align the station with the expression of the building above;
- v. design consideration to provide for formal articulation in the building massing extending the height of the street wall at the corner, thereby adding visual interest to the building when viewed from across the street, and formally signaling the point of entry of the station head house;

Note to Applicant: Design strategies may include: introducing an architectural portal element at the corner; utilizing large-scale architectural signage and lighting elements

at the corner; pulling back the floor plates of levels two and three at the corner to provide for a fully daylit welcome mat area; or other recognizable and distinctive architectural elements.

- 2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.**
- 3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.**

• **Technical Analysis:**

		Technical review for:			1465-1489 West Broadway Street							
		Permitted/Required per C-3A:			Proposed:							
¹ Site Size					Irregular							
¹ Site Area		2,404.10 m ²			2,404.10 m ²							
Use					Retail /Office							
² FSR		1			3.00							
Floor Area	Permitted Floor Area	2,404.1	m ²	Office	6,235.00	m ²						
	Discretionary per DOP or DP Board (3)	7,212.30	m ²	Retail	973.00	m ²						
				Total	7,208.00	m ²						
Exclusions												
³ Height	Sub Area 5	9.2	m	Sub Area 5	25.28	m						
	# of Storeys	n/a		# of Storeys	5							
⁴ Parking	Retail / Office: Min.	101		Retail/ Office: Standard	210							
	Max.	180		Disability	18							
	Disability	4		Small	66							
	Max. Small car (25%)	45		Proposed:	294							
	Min. Required:	101		Car Share:	0							
	Car Share :	0		Total:	294							
		101		294								
⁵ Bicycle	Class	B	A		Tot.	Class	B	A		Tot.		
			Min. Hor.	Max. Vert.	Min. Locker			Hor.	Vert.	Locker		
	Office:	6	18	11	7	37	Office:	0	314	79	49	442
	Retail:	0	1	1	1	3	Retail:	0	1	1	1	3
	Total:	6	20	12	8	40	Total:	0	315	80	50	445
⁶ Loading	Class	A	B	C		Class	A	B	C			
	Office:	1	2	0		Office:	2	2	0			
	Retail:		2	0		Retail:	0	1	0			
	Total:	1	4	0		Total:	2	3	0			

Notes:

¹**Note on Site Size and Site Area:** This irregular site is approximately 65.53 m by 38.06 m (215.0 ft. 124.9 ft.) and is 2,404.10 m² (25,877.5 sq. ft.). The site is situated at the northeast corner of Broadway and Granville Street. Consolidation of Lots 6 to 12 will be required. Lots 6 to 10 are separated from Lots 11 & 12 by a Lane. Arrangements for the purchase of the lane are to be made between the City of Vancouver and the Developer. Standard Engineering Condition A.2.1 requires stop-up, closure and conveyance of the city lane and consolidation of the aforementioned lots to create a single parcel. This site is also the location for access to future rapid transit expansion.

²**Note on FSR and Floor Area:** The floor area is calculated per C-3A District Schedule of the Zoning & Development By-law. The current proposal is to develop the site with a five-storey mixed use building (office with retail at grade) having an FSR of 3.0. The Director of Planning or DP Board, at their discretion, may increase the FSR from 1.0 to 3.0 as permitted by Section 4.7.1(a) of the District Schedule. Standard Condition A.1.15 requires removal of residential storage on level P2. This is potential floor area depending on the use of this space.

³**Note on Height:** The building height is calculated per C-3A District Schedule of the Zoning & Development By-law. As calculated from Base surface, using building grades at the four corners of the site, to the top of roof deck above level 5, the proposed height is 25.28m. The Director of Planning or DP Board, at their discretion, may increase the Building Height above 9.2 m (30.18 ft.) as permitted by Section 4.3.2 of the District Schedule. Standard Condition A.1.16 requires more information at roof level that affects the building height and relaxations for additional height.

4Note on Parking: Parking is calculated using the Parking By-law and the site is located within the Central Broadway Parking boundary. The proposed number of parking spaces is in excess of the maximum permitted under Section 4.1.7(b) of the Parking By-law by 114 spaces. Per Section 3.2 of the Parking By-law, the excessive parking may be relaxed by the Director of Planning. Any further development of the site proposed after this Development Application will require further review and compliance with the current Parking By-law at time of application. Standard Condition A.1.18 requires reduction of small car spaces to 25% of the maximum permitted car spaces and Condition A.1.8 requires correction of the parking count on level P6.

5Note on Bicycles: Bicycle parking exceeds the required number of Class A bicycle spaces required per Section 6 of the Parking By-law and by 405 spaces. There is a shortage of oversize bicycle spaces proposed based on the overall bicycle space count. Standard Condition A.1.12 requires compliance with section 6.3 of the Parking By-law.

6Note on Loading: This development requires 1 "Class A" and 4 "Class B" loading spaces for commercial use. A total of 2 "Class A" and 3 "Class B" loading spaces have been provided. Condition A.1.13 requires compliance with Section 5.2.5 & 5.2.7 of the parking By-law by providing 1 additional Class B loading space.

• **Legal Description**

Lots: Lots 6 to 9; Lot 10, Except Part in Explanatory Plan 10757; Lot 11 and the East ½ and West ½ of Lot 12, all Except Part in Plan 4379, and closed portion of lane.

Block: 331
 District Lot: 526
 Plan: 590

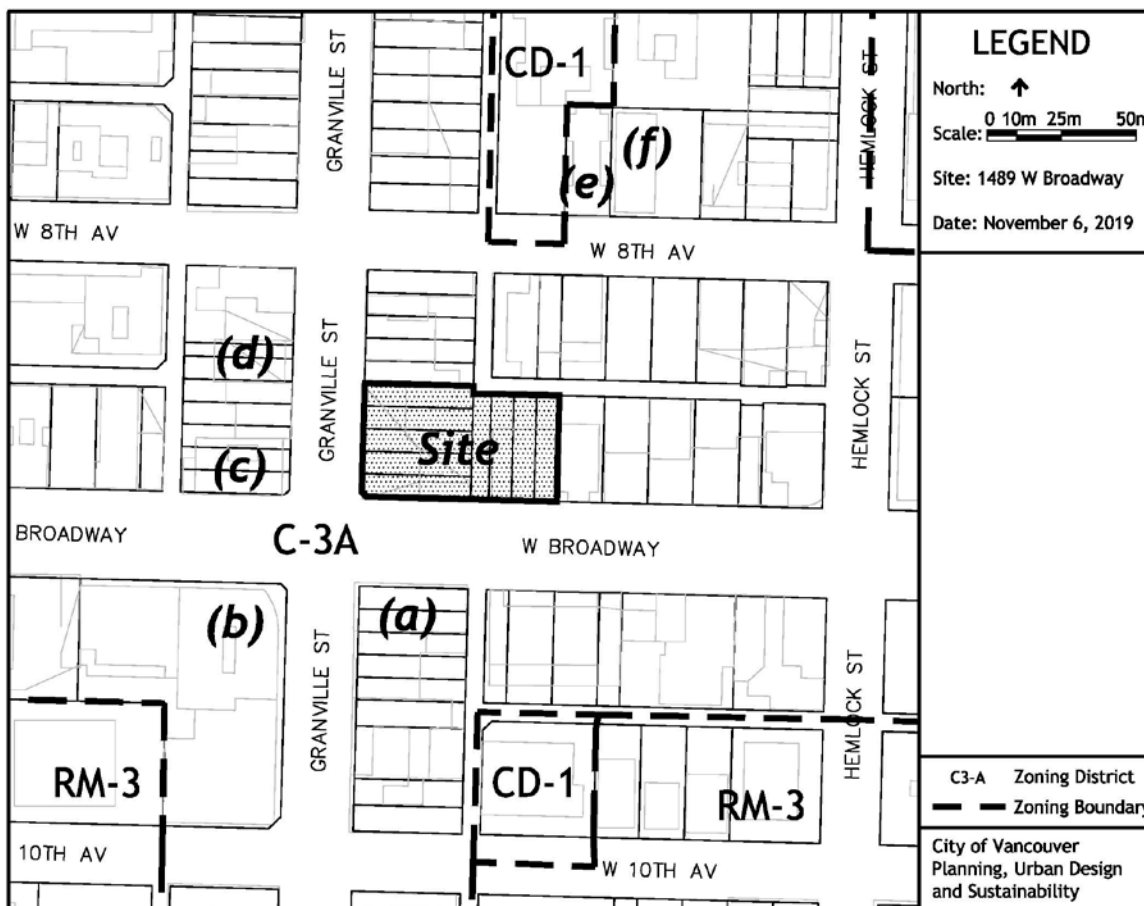
• **History of Application:**

19 09 05 Complete DP submitted
 19 10 02 Urban Design Panel
 19 11 13 Development Permit Staff Committee

• **Site:** The site is located at the northeast corner of the intersection of West Broadway and Granville Street, comprising a total of eight legal parcels (to be consolidated), including the closure and sale of a portion of lane located between 1465 and 1489 West Broadway. This development proposal is constrained by a sloping site with a north-south crossfall of 6.92 ft. (2.11 m).

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

- a) Dick Building, 1484-1490 West Broadway, 3-storey mixed-use building, Heritage Site: A(M), (c.1930);
- b) 1508 West Broadway, 9-storey mixed-use building, (c.1998);
- c) The Clock Tower, 1501 West Broadway, 5-storey mixed-use building, (c.1985);
- d) Edwards Block, 2421-2425 Granville St, 4-storey mixed-use building, Heritage Site: B, (c.1913);
- e) Creswell Apartments, 1455 W 8th Ave, 3-storey residential building, Heritage Site: C, (c.1912); and
- f) 1443 W 8th Ave, 2-storey residential building, Heritage Site: C, (c.1922)



• **Background:**

The subject site and its immediate context is zoned C-3A and the proposal is intended to meet the provisions of that zoning. The project falls within the *Broadway Community Plan* area, and is therefore subject to an interim moratorium on rezoning applications, however staff may continue to entertain Development Permit applications under current zoning. The applicant, of their own accord, has prepared an anticipated scheme for future build-out following enactment of the *Plan*, and have prepared a parking and loading scheme, along with other provisions in the building design, for a higher form of development. Staff have not provided the applicant with any advice related to future build-out.

It is anticipated that construction of the subway head house will precede the construction of the subject proposed building. As the subway head house and related infrastructure is being constructed by the Province of British Columbia, these elements are not subject to the City of Vancouver's standard Development Permit processes. Furthermore, the applicant for the surrounding subject building is not anticipated to provide an interim site design.

The proposal was reviewed by the Urban Design Panel on October 2, 2019 and received supported by the advisory panel, with recommendations. The application is generally in line with the objectives of the C-3A zone.

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

- C-3A District Schedule (2019); and
- Central Broadway C-3A Urban Design Guidelines (1976, last amended 2004)

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

C-3A District Schedule

Use and Density: The proposed use of commercial-office and commercial-retail density conforms to the provisions of the C-3A District Schedule.

Height: The proposed height anticipates a discretionary height increase from 9.2 m (30.18 ft.) to approximately 25.3m (83.0 ft.) as per sentence 4.3.2 of the District Schedule.

Central Broadway C-3A Urban Design Guidelines

The intent of these guidelines is to provide direction on the design and review of proposals along the Broadway Corridor, with the intent of supporting the Central Broadway area as a vibrant and distinct alternative to Downtown as a major office and retail centre. Predominantly office and retail uses are anticipated, particularly at the subject site which falls within the South Granville subarea, at densities lower than the Central Business District. The Guidelines identify specific Nodes of Activity, wherein particular directions are provided in terms of character and urban design performance, of which the intersection of W Broadway and Granville St is seen as the principal epicenter of urban animation. Supportive of this, the Guidelines anticipate that shopping uses should be the dominant activity in any new development in the South Granville Sub-area, and that particular attention should be given to uses at corner sites that both result in and benefit from a high level of pedestrian activity. Activating Granville St is intended to be prioritized.

The proposed mix and location of retailed uses at-grade generally satisfies the provisions of the Guidelines, with the noted exception being the westernmost commercial retail unit which, being accessed exclusively off of the station welcome mat, does not sufficiently activate the Granville St frontage. Understanding the unique challenges represented by the significant grade change from the south side of the site to the north, staff have prepared Urban Design condition 1.1 iii, which strong

recommends that exploration be undertaken to relocate this entrance to Granville St. Furthermore, station functional elements intended to be located within the public realm on both the Granville St and the W Broadway sides of the building are anticipated, by way of compliance with Urban Design conditions 1.3 and 1.4, to be designed in such a way as to mitigate negatively impacting the performance of the public realm.

While the proposal strives to create a maximally active frontage along W Broadway and Granville St, further design development is anticipated to better highlight the entrance of the transit station which will be a significant focus of activity at the corner for decades to come. As per Urban Design conditions 1.1 i, ii, iv, and v, this is anticipated to be achieved through a combination of extending proposed granite pavers to the curb at select locations, as well as formal changes to the building massing. Further, staff have noted practical challenges to the performance of the station, such as a single point of entry accessed off of a wholly-covered welcome mat, that require additional consideration through design development, as detailed in the aforementioned conditions. Semi-active or controlled points of entry, intended to provide access to office space above, parking levels below, and potential future development, are recognized as being sympathetically designed considering their location at an active street corner, and do not detract from the urban design performance of the proposal.

The Guidelines anticipate that new developments be built up to a height matching adjacent buildings up to a height of three storeys, in order to maintain a consistent streetwall. While the proposal generally complies with this design provision at the east side of the property, an outdoor amenity area is proposed off of the second level commercial-office area at the north. No further design development is sought at this time to secure a continuous street wall, following internal review and the input of the Urban Design Panel.

● **Conclusion:**

The proposal of 1489 West Broadway represents the amalgamation of significant, active urban uses at a high-profile, high-traffic intersection. The combination of commercial-retail, subway station, and commercial-office is sharply aligned with the uses anticipated by the Central Broadway C-3A District Schedule, and staff recommend approval of this proposal subject to further design development, particularly where such exercises would result in a notably higher performing public realm on two major pedestrian thoroughfares.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on October 2, 2019, and provided the following comments:

EVALUATION: Support with Recommendation (7-1)

Introduction:

Development Planner, Kevin Spaans, began by noting that while the development includes a Broadway Subway station, the station layout and design has been prepared by the Province with their architect, in consultation with City staff, TransLink, and the applicants for this project, but not by the applicant team for the remainder of the development under review today.

Being that the station design was not the topic of the session, the Development Planner noted that the Panel was not to consider the performance of the interior workings of the station when evaluating the supportability of the applicant's proposal. The station was to be considered similar to another site feature that would impact the form of a development, such as a mature site tree or natural landscape feature. The applicant's architectural response to the station, however, could be the subject of review and was permitted to be considered by members of the Panel when evaluating supportability. Clarifying questions

specific to the station design were permitted to be asked of the Panel and Michelle Lee-Hunt, Development Planner from the Rapid Transit Office, and representatives from the Province of BC were present at the session to provide additional information or responses as required.

The Development Planner then proceeded with his presentation to the Panel, as follows:

The proposed development is located at the NE corner of West Broadway and Granville. This section of Broadway is zoned C3-A, as far as Yukon to the east and Vine to the West, and for the length of Granville Street from Marpole Ave to the south to W 5th Ave to the north. There is medium density RM-3 development to the south west and south east of the developments across West Broadway and FM-1 to the northeast of the site. Across the street is the designated Dick Building from 1929, at three storeys. At the SW corner is 1508 West Broadway at eight storeys. At the NW corner is the Clock Tower building at five storeys.

The site is currently occupied by the RBC Royal Bank building constructed in 1957 with four storeys at the south side of the property and five at the north. The buildings directly behind the subject site are mixed use residential / retail buildings ranging in height from two storeys at the end of the block up to four storeys directly adjacent the property. The site is within the Broadway Plan Area. The Broadway Plan recently completed its first stage of engagement and with the final draft of the plan to be presented to Council in Late 2020. There is an interim moratorium on any rezoning applications for the duration of the planning program, however the City can continue to entertain applications coming in under current zoning.

We can anticipate that there may be some changes in the contextual form of development as a result of the Broadway Plan but, as the process is in its early stages, we do not have any idea what those may be.

The Building

Proposed is a mixed-use office / retail building with a total square footage of approximately 77,600 sf across five storeys with five and a half levels of underground parking. The total proposed FSR is 3.0, which is the maximum conditional FSR permitted subject to the approval of the Director of Planning or the Development Permit Board.

The building is approximately 70' tall at the low point of the site. The C3-A District Schedule anticipates a maximum height of 29' but permits consideration of buildings of a greater height subject to review of urban design performance and the approval of the Director of Planning or the Development Permit Board. Most recent development in the immediate area is over the base allowable 29'.

The large amount of parking is proposed in anticipation that a higher form of development may be considered for the site following the conclusion of the Broadway Plan, however this is being pursued at the initiative of the applicant team and the City has not provided any direction with regard to potential future build out of the site.

The building is set back 24' – 7" at grade to provide for an enhanced public realm around the transit station. At level 2 the building extends over the public realm approximately 6.5' so that the building face aligns with the minimum 18'-0" setback from back of curb typically required of a development with retail at grade. This 18' setback is maintained on the south and west sides of the building up to level 4 where the building steps back approximately 6.5'. At the north side, the building is stepped back from the shared property line by approximately 16' at levels 2 and 3, and approximately 9' at levels 4 and 5. The overall effect is of a potential discontinuity of the street wall extending from Broadway down to W 8th Ave. With that said the Central Broadway C-3A makes specific mention of a gradation of height between small buildings and taller building forms.

Glazing is shown across the full extent of the north frontage, with the applicant proposing alternative solutions to achieve compliance with the Vancouver Building Bylaw. Current zoning would permit adjacent development to be built right to the property line at a height similar to the proposed building, which may impact the performance of these north-facing office spaces. At the east side of the property,

the building is set back approximately 37' from the shared property line at levels 2 and 3, and 72.5' at levels 4 and 5.

Interface with the Public Realm

At grade uses are a mix of building entrances, retail spaces, and the aforementioned subway station. Starting at the east, there is a secondary point of entry for the offices above which also provides access to the underground parking. Adjacent is two points of entry into what is currently shown as a single commercial retail unit. The main office entrance is located directly adjacent this with two glazing units bays adjacent looking into the subway station entrance; There are anticipated to be standpipes for the transit station located along the station frontage, likely within the glazing units which may impact visual permeability or the opportunity for an additional point of entry into the station directly from West Broadway. At the corner is an approximately 21' by 31' entrance alcove shared between the station entrance and the proposed entrance into a bank branch; As a result of the approximate 6.7' grade change from the south side of the property to the north, and proposed single-tenant retail unit wholly aligning with the elevation of the building at Broadway, there are no points of entry into a retail space along Granville Street. There are two large solid glazing units with an approximately 4' tall upstand at toward the northwest.

A fire command post for the transit station is tentatively proposed adjacent to the shared entry alcove, but is not shown in the model and may impact the entry. The applicant is currently showing a residential entry at the northwest corner in anticipation of their potential future project build out. In the interim this is proposed to be used as secondary point of entry into the bicycle storage for the office building.

As mentioned previously, there is an approximately 6.5' building overhang over the public realm which is finished in copper-like metal panel. Parking and loading is accessed off of the lane.

Sustainability Measures

In terms of sustainability measures, the applicant is proposing perforated angled shading fins on the west and north facades of the second and third storeys, extensive green roofs and intensive landscaped planters, high performance glazing units, and gradient fritting above and below the floor line at levels four and five.

Landscape Areas

Common outdoor spaces are provided at levels two and five on the east side of the property, and at level two on the north. A deck space is also provided off of the large east CRU.

Materiality

The proposed material palette is comprised of a combination of curtain wall, profiled terracotta panels, copper-like metal accents.

Advice from the Panel was sought on the following:

1. Please provide feedback and advice on the overall architectural expression, form, and materiality of the proposed development with particular consideration given to the following:
 - a. Contextual fit with the adjacent developments, particularly the heritage Kaplan building on the SE corner of the Broadway - Granville intersection;
 - b. The quality of the proposal as a significant architectural intervention on a high-profile subject site;
 - c. The proposed interface between the building and the Broadway Subway station;
 - d. The proposed interface between the subject building and the property to the north, and the potential resultant discontinuous street wall along Granville Street.

2. Please provide feedback and advice on the proposed interface with the public realm, with particular consideration given to the following:
 - a. the solid glazing units and approximately 4'-0" wall section along Granville Street resulting from the proposed CRU proposed at the West side of the first level, with access wholly from the shared transit / commercial corner entry;
 - b. the performance of the "residential lobby" entrance as an interim secondary point of entry;
 - c. the overall interface with Broadway, including where the Broadway Subway station results in solid glazing units, potential standpipes and fire command post, and a shared entrance alcove.
3. With consideration given to the current and potential future development to the east and north of the property, please provide comment and advice on the performance of the common rooftop outdoor spaces as a usable amenity for office workers.
4. Please provide feedback and advice on the proposed sustainability measures.

The planning team then took questions from the panel.

Applicant's Introductory Comments:

The applicant noted the site comes with a host of functional constraints, beginning with the 7.5 meters from each curve both from Granville and West Broadway. The intent was to establish a setback enough to ensure a high-functioning public realm outside of and around the subway station. Constraints below grade impact the design of the parking levels, including crush space starting at the escalator to where you reach the corner. The applicant team has had to work parking circulation around these elements. Due to the lane being removed many back of house facilities are located below grade. Every square foot on the site is used.

The multiple uses at grade provide for a high level of animation, particularly of people passing through the station supported by the entry to the office, a significant amount of retail on Broadway, and windows into the retail on Granville. For the future, the desire is a residential entry located along Granville, which is at an elevation of about 6 ft. below the Broadway entry.

The massing is broken down into three elements; the idea was to use the central portion level 2 and 3, to give the building great presence at this important corner and act as a gateway into downtown Vancouver.

Extending the massing over the public realm allows for continuous weather protection around all sides of the building, with secondary canopies provided for extra protection. The massing also allows for a variety of different work place sizes on levels 2 and 3 and 4 and 5, in addition to terraced deck spaces.

The approach with differentiated massing elements was to provide a unique façade expression for each face. The ground plain consists of a cadence of terra cotta panels that break up the retail store front, station entry, and lobbies to the buildings. This is in reference to the neighbor, and draws from the richness and variety of facades in the south Granville neighborhood.

The second and third floor, the middle, cantilevered massing, consists of angled perforated solar fins, the intent is a thin, solid piece of aluminum that is perforated. By angling the fins this adds a dynamic expression of motion. The top two floors, levels 4 and 5, have a subtle glazing expression, a curtain wall with a gradient frit pattern that contributes to solar control and contrast with the expression below.

Regarding landscape, taking cues from the previous development, have an exposed aggregate band around that back edge of the curb, the trees will be within this band. The high-quality materials include stone with sandblasted finish which provides for an anti-slip ground streetscape.

The back lane has been softened by having suspended planters and trellis structure. There is a patio space that is activated off the commercial unit. Going up there are a series of terraces that provide enclosure from adjacent sites. Materials such as pavers and wood allows for flexibility for future tenants. The planting has been kept low and framed views to the north. The green roof has different types of planting for sustainability measure and to be friendly to wildlife, and positive to the neighborhood.

There is an electrical based mechanical system, high performance curtain wall on office levels, and solar control due to the angled fins. The green roofs help with rain water management, and there is a rain water management tank.

The applicant team then took questions from the panel.

Panel's Consensus on Key Aspects Needing Improvement:

Having reviewed the project it was moved by Mr. Sharma and seconded by Mr. Wen and was the decision of the Urban Design Panel:

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

- Further design development at grade to create an active and functional street frontage;
- Further design development at the entry / transit portal to differentiate it at the corner;
- Further consideration of solar shading for the top portion of the building.

Related Commentary:

In general, the panel was comfortable with the contextual overview, some panelists noted not enough information was provided. More details on how the background buildings will influence the proposal were needed. A note to Planning Department made by the Panel was being able to see the tower component is important.

Overall Architecture

- In regard to the architectural intervention there were mixed opinions, some panelists felt it still needs work, others felt it was strong with a good part. A panelist noted if the podium can read as the strong part would be good.
- Many Panel members found the building expression at the corner to be weak and noted that the importance of the corner required a strong architectural presence. Reconsideration of the corner design will be a critical part of design development; it should be designed to be highly welcoming to the people entering the transit station. Lighting strategies and major architectural moves should be employed to highlight the transit station portal.
- The Panel commended the applicant for taking into account future residential tower and access.
- Some felt the language of the building can be calmed down, consider how the residential portion sits on top and all the architectural pieces will work together.
- The north façade should be handled as well as the other facades.
- Some Panelist noted that the simplified glazed areas at the top of the building are more successful from the perspective of architectural expression and materiality.
- Some Panelists noted that the proposed future residential entrance is fine.
- Panelists noted that the bike room location and safe access was nicely considered.

Public Realm

- Many Panelists noted that more consideration needed to be given to how the building interfaces with the public realm at grade and that discontinuity in the streetscape should be avoided, particularly along Granville St.
- Some Panelists noted that there should be exploration of stepping of either the floor slab, glazing units, or other design elements with the change in grade at Granville St. Opportunities for stepped seating should be explored.
- Panelists noted that the porosity of the interface between the station and the public realm should be reconsidered; the first bay on Broadway should be opened to make the whole entrance to the station more porous. Consideration should be given to separating the commercial entry and transit entry at the shared entrance forecourt.
- The granite paving proposed at the station can become a welcome mat underneath the building cantilever and should be extended all the way out to the curb at the corner to create visual cues regarding the station entrance.

Materiality and Detailing

- Panelists noted that the secondary canopies under the soffit could benefit from further development so that they function well from a weather-protection perspective.
- The soffit is nice; overall the panel liked the terracing and fins.
- A Panel member recommended considering making the fins with lights around or a different color to increase visibility.
- Some Panelists noted that the fritted glass provides for a good transition between the office and potential future residential; however, at the top stories the amount of fritted glass will need to change to avoid glare and to measurably contribute to sustainability measures.
- A Panelist noted that further consideration should be given to the material expression as it relates to the expression of the shifting boxes.

Sustainability

- Many Panelists note that, while the middle portion of the building appeared to be functioning well in terms of sustainability, the top levels needed further consideration. The Panelists reminded the applicant to include all information regarding sustainability measures, and recommended reconsideration of the solar shading strategy for the top levels during design development.

Outdoor Spaces

- Many Panelists noted that the rooftop and outdoor spaces are generally successful.

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 Crime Prevention Through Environmental Design (CPTED) recommendations are contained in the prior-to conditions noted in Appendix A attached to this report.

LANDSCAPE

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

HERITAGE PLANNING

The Royal Bank Building at 1489 West Broadway is a four-storey commercial structure located at the northeast corner of West Broadway and Granville Street. It was built in 1957, designed in the International Style by architect E.P. Warren. It is valued for its association with the post-war development of the Fairview neighbourhood, for its style and its association with its architect.

The siting of the Royal Bank Building at one of the city's busiest corners catered to its corporate image and its growth aspirations, an ideal business site for its new branch due to a high volume transit crossroads along with the increased vehicular traffic generated by the opening of the Granville Street bridge in 1954. This post-war auto-oriented development is also exemplified in the provision of a two-level parking garage at the rear. The Royal Bank Building features a sleek curved-corner façade fronting both West Broadway and Granville, anchored by a dark green granite base. Vertical elements such as black metal-clad piers are balanced by the expression of banks of windows which collectively support a sophisticated modernist approach. The building was evaluated by staff and determined to be worthy of addition to the Vancouver Heritage Register.

Design development conditions have been drafted to address the means by which the memory and history of the bank and its significance can be illustrated through a graphic commemorative piece and a heritage plaque (Heritage Condition A.1.24 is seeking to secure commemorative space within the proposed development). This will also include a requirement for finalizing the Statement of Significance by the heritage consultant.

ENVIRONMENTAL PROTECTION BRANCH

The recommendations of Environmental Protection are contained in the prior-to conditions noted in Appendix A & B 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.

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

NOTIFICATION

On October 1, 2019, 2185 notification postcards were sent to neighbouring property owners advising them of the application, along with email notifications to the Granville Business Improvement Association and the Burrard Slopes Stakeholder Association, advising them of the application, and offering additional

information on the City's website. In addition, three site signs were installed on October 11, 2019, one along Granville Street and two along West Broadway.

A total of six responses were received via email from the neighbourhood, three of which were generally in support, while three respondents expressed concern, as outlined below.

Below grade parking and scale of development. A few respondents noted that a larger scale development would be preferred at this location, and considered the intersection as a major portal into Downtown. Two respondents questioned the need for six levels of below grade parking, for the mixed-use office building as proposed.

Staff Response:

The large amount of parking is proposed in anticipation that a higher form of development may be considered for the site following the conclusion of the Broadway Plan, however this is being pursued at the initiative of the applicant team and the City has not provided any direction with regard to potential future build out of the site.

The developer is intending a phased approach in order to accommodate the construction timeline for the transit station, which is integrated into the 'first phase' of this development (as proposed), and will be tied into the anticipated Broadway Subway Line once constructed. A potential subsequent phase may follow, which would be constructed over the current five-storey office building, pursuant to the future Broadway Plan.

As a result, the applicant is seeking a relaxation to the maximum permitted parking for the current proposal. To help facilitate Provincial/Translink construction timelines, staff acknowledges the construction and delivery of this vital public transportation infrastructure as a priority, and support the relaxation to the maximum permitted parking on this site, as noted in the Staff Committee Comments section of this report.

Retention of existing building. One respondent suggested the existing building be retained due to its 1950s architectural character.

Staff Response:

The existing Royal Bank building (1489 West Broadway) located at the southwest corner of this site was evaluated in 2012 as part of the Broadway Corridor Study. The building was rated as 'worthy' in terms of retention and on July 15, 2019, the Vancouver Heritage Commission supported the inclusion of this building to the Vancouver Heritage Register. However, in order to successfully integrate a transit station on this site in a safe, timely and feasible manner, several Provincial and Translink station design criteria's had to be met, including access to and egress from the transit head house, accommodation of additional volume of pedestrian/passenger traffic adjacent to site, and sightlines through transit station façade. As a result of Provincial/Translink requirements, the existing building could not be retained.

Heritage Condition A.1.24 is seeking to secure commemorative space within the proposed development to acknowledge the existing 1950s architectural character of the Royal Bank Building.

Public space and access/egress. One respondent suggested that bicycle access should be redirected north to the rear lane, instead of the proposed route existing onto Granville Street due to potential pedestrian traffic.

Another response suggested additional public space at this corner to help pedestrians navigate along Broadway and Granville and provide a welcoming appearance into the district.

Staff Response:

The proposed bicycle access off Granville Street is designed with consideration of stair-free access, to meet the City's Bicycle Parking Design Supplement.

Engineering Condition A.2.4 is seeking a 7.5 m Statutory Right of Way on both the Granville Street and Broadway frontages to help facilitate passage of pedestrian and passengers around the subject site. Further, Recommended Condition 1.1 and Engineering Condition A.2.9 require sidewalk and public realm improvements to create a distinct and welcoming expression at this corner.

Restaurant establishments: A respondent expressed preference for more small eateries/restaurants within the proposed development site, ideally a small shopping centre with a food court.

Staff Response:

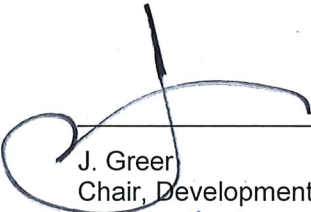
The proposed development and uses are pursuant to the existing C-3A zone. Staff have no authority to influence the selection of tenants into the proposed commercial spaces; however, the proposed uses are intended to retain some of the same services currently provided at this location.

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 (*if applicable*)] it requires decisions by both the Development Permit Board and the Director of Planning.

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


With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of maximum permitted parking. The Staff Committee supports the relaxations proposed.



J. Greer
Chair, Development Permit Staff Committee



Kevin Spaans
Development Planner



Vaughan Kopy
Project Coordinator

Project Facilitator: K.Imani

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

A.1.1 provision of the following typical architectural details to sufficiently understand the proposed architectural expression:

- i. connection joints between modular units;
- ii. angled architectural fins / sunshades, including connection with cladding;

Note to Applicant: Also refer to Urban Design condition A.1.2.

- iii. outside corners at modular units;
- iv. glass and steel canopies;
- v. guardrails, fences, and trellises;
- vi. parapets, and;
- vii. trims and fascias;

Note to Applicant: Architectural design details, rather than building envelope or construction details, are required for development permit review. The intent is to ensure the provision of high-quality materials and construction. Details should generally be in section, at a large scale such as 1:20 or equivalent, and include notes and dimensions. Review of these drawings may result in additional Urban Design comments or conditions.

A.1.2 provision of glass canopies at the principal building frontages or other design strategy intended to prevent rain water, ice, snow, etc. from falling off of the architectural fins / sunshades directly onto the sidewalk;

A.1.3 design development to provide architectural elements at the upper two-most levels intended to contribute to the sustainability performance of the building, such as sunshades, apertures, or other such design strategies;

A.1.4 provision of a strategies to visually or physically integrate functional transit station elements such as fire command posts and fire department connections with the appearance and expression of the building;

Note to Applicant: This may be achieved by providing an aesthetically-related fire department connection monument with integral bench, considerately designed alcoves in the building façade, or other such architectural strategies intended to reduce the impact of functional station elements on the performance of the public realm.

A.1.5 design consideration to provide for grating surfaces within the streetscape design, including ventilation grilles and tree grates, organized along a common definition by way of aligned edges, extents, dimensions, and / or material and finish;

Note to Applicant: The intent of this design consideration is to ensure that elements within the public realm present a cohesive, uniform, and organized expression.

A.1.6 provision of the following typical architectural details to sufficiently understand the proposed architectural expression:

- i. connection joints between modular units;
- ii. angled architectural fins / sunshades, including connection with cladding;

Note to Applicant: Strategies must be explored to prevent rainwater from dripping off of the fins directly onto the public realm.

- iii. outside corners at modular units;
- iv. glass and steel canopies;
- v. guardrails, fences, and trellises;
- vi. parapets, and;
- vii. trims and fascias;

Note to Applicant: Architectural design details, rather than building envelope or construction details, are required for development permit review. The intent is to ensure the provision of high-quality materials and construction. Details should generally be in section, at a large scale such as 1:20 or equivalent, and include notes and dimensions. Review of these drawings may result in additional Urban Design comments or conditions.

A.1.7 provision of annotation or other representation of the following, as required, on the architectural site plan or other related drawings:

- i. proposed locations for future commercial kitchen exhaust and/or upblast exhaust fans; parkade exhaust vents located unobtrusively with consideration to visibility, walking surface, and proximity to operable windows;
- ii. community mailboxes, and;
- iii. other site furnishings such as annunciator panels, lighting, and security gates and fences;

A.1.8 identification on the architectural and landscape drawings of any built features intended to create a bird-friendly design;

Note to Applicant: Refer to the *Bird Friendly Design Guidelines* for examples of built features that may be applicable, and provide a design rationale for the features noted: <https://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

A.1.9 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.1.10 provision of an acoustical consultant's report which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

A.1.11 written confirmation shall be submitted by the applicant that:

- i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
- ii. adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
- iii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;

A.1.12 compliance with Section 4.1.8 of the parking By-law by reducing the number of small car spaces to a maximum of 25% of the maximum permitted car spaces;

A.1.13 provision of a minimum 4 Class B loading spaces in accordance with Section 5.2.5 and 5.2.7 of the Parking By-law;

A.1.14 compliance with Section 6.3 of the parking By-law as follows:

- i. provision of a minimum 5% oversized Class A Bicycle spaces;
- ii. provision of 1 electrical outlet for each 2 Class A bike spaces; and
- iii. provision of standard dimensioning for bike space sizes and minimum required aisle widths within bike rooms.

A.1.15 deletion of residential storage room below parking ramp on Level P2;

A.1.16 provision of more information on roof level plan including:

- i. parapet geodetic elevations;
- ii. a building height calculation showing interpolation from building grades at the four corners of the site to the critical internal point on site where the building is highest as it relates to base surface;

Note to Applicant: The northeast (NE) corner of the site is the lowest; thus, the NE corner of the building would be the critical point.

- iii. illustration that the roof access stair structure complies with section 10.18.5 of the zoning and development by-law;
- iv. guardrail locations and geodetic elevations at top of guard; and
- v. illustration of compliance with the "Roof Mounted Energy Technology and Green Roof" bulletin;

Note to Applicant: Coordinate roof plans with Landscape drawings.

A.1.17 correction of number of bicycle lockers on level P-1 along the East foundation wall from 40 to 38;

A.1.18 correction of number of parking spaces noted on level P6 from 22 to 19;

A.1.19 provision of design for future kitchen exhaust venting from retail units to the exterior;

Standard Landscape Conditions

A.1.20 design development to enhance the public realm (at Level 1) by exploring, in coordination with Parks Board and Engineering, opportunities for street trees, and opportunities for private property tree planting, subject to consideration of programmatic transit needs and building overhangs;

Note to Applicant: It appears that there is space for 2 trees at the SE corner of the site and 1 tree at the NW corner of the site, all on private property.

A.1.21 consideration for opportunities of lane greening and softening through the use of plantings wherever possible, and/or vertical trellis systems complete with vine;

Note to Applicant: This will improve the environmental performance of the property and help mitigate impacts to neighbouring properties.

A.1.22 provision of the following in regards to proposed plantings on slab:

i. Dimensions to be shown on sections to confirm minimum soil depths of 24" for shrubs and 36" for trees; and

Note to Applicant: Please add dimensions to indicate soil depth on all sections;

ii. Details and Sections to indicate soil depth that exceed the minimum requirements for medium and large-sized trees on slab, per the BCLNA Standards.

Note to Applicant: Detail 3 on Sheet L-7 shows 30" of soil depth, including the mulch layer. This soil depth is too shallow for the proposed tree species.

A.1.23 coordination of new proposed street trees with Engineering and the Park Board, confirming quantities, species, sizes and locations, and addition of the following note on the plans:

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

Note to Applicant: The applicant must contact Park Board and Engineering prior to final DP submission and ensure this information is included on the Plant Schedule.

Heritage Conditions

A.1.24 design development to address the intangible elements that comprise the cultural significance of the site by engaging a heritage consultant to develop a commemorative plan to:

i. incorporate graphic art and imagery depicting the existing buildings presence in Vancouver, and in the Fairview neighbourhood in particular, on the building's street-facing facades, including the office lobby, bicycle room entry and possible components within the transit entrance area, in conjunction with a heritage plaque.

ii. work in conjunction with a City heritage planner on the content, design and placement of both the graphic art and imagery and the plaque.

- iii. complete and install this work prior to receiving occupancy permit(s).

Note to Applicant: The commemorative plan and its implementation is subject to confirmation from the Heritage Planner as to location, design and information to be conveyed.

- A.1.25 arrangements to the satisfaction of the Director of Planning and Director of Legal Services to enter into a legal agreement to secure the ongoing maintenance, repair and duration (if applicable) of the commemorative features, to be outlined in a Section 219 Covenant and registered on title.

Note to Applicant: The applicant should engage with a heritage consultant to determine the type of artwork and imagery that would be the more suitable to represent this cultural association and its significance. This may be of varied scale, some at a larger scale to enhance the streetscape/street -wall profile, and some at ground level to enhance the pedestrian experience.

Crime Prevention Through Environmental Design (CPTED)

- A.1.26 provisions for Crime Prevention Through Environmental Design (CPTED) including:

- i. having particular regard for mischief in alcoves and vandalism such as graffiti;

Note to Applicant: Particular care should be taken to ensure the secondary entrance off of Granville St, currently identified as a future residential lobby, expresses a highly-permeable and maximally active interface in its interim condition. A rigorous lighting and security strategy should be employed at this entrance to mitigate CPTED issues that often arise at infrequently active building entrances on major streets.

- ii. outdoor common area and path lighting, and;
- iii. visibility and security in the underground parking garage in accordance with the Parking By-law including:
 - a) providing 24 hour overhead lighting at exit doors and steps lights;
 - b) providing white-painted walls, and;
 - c) ensuring a high degree of visibility at doors, lobbies, stairs, and other access routes.

Note to Applicant: Light fixture types, locations, and illumination levels should be indicated on the landscape or site plans, and should be integrated into the site and building design. Site lighting should address strategies for path and exit lights, wayfinding, security, decoration, and mail delivery. Exterior lights should be oriented away from adjacent residential properties.

A.2 Standard Engineering Conditions

- A.2.1 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services and the Approving Officer for:

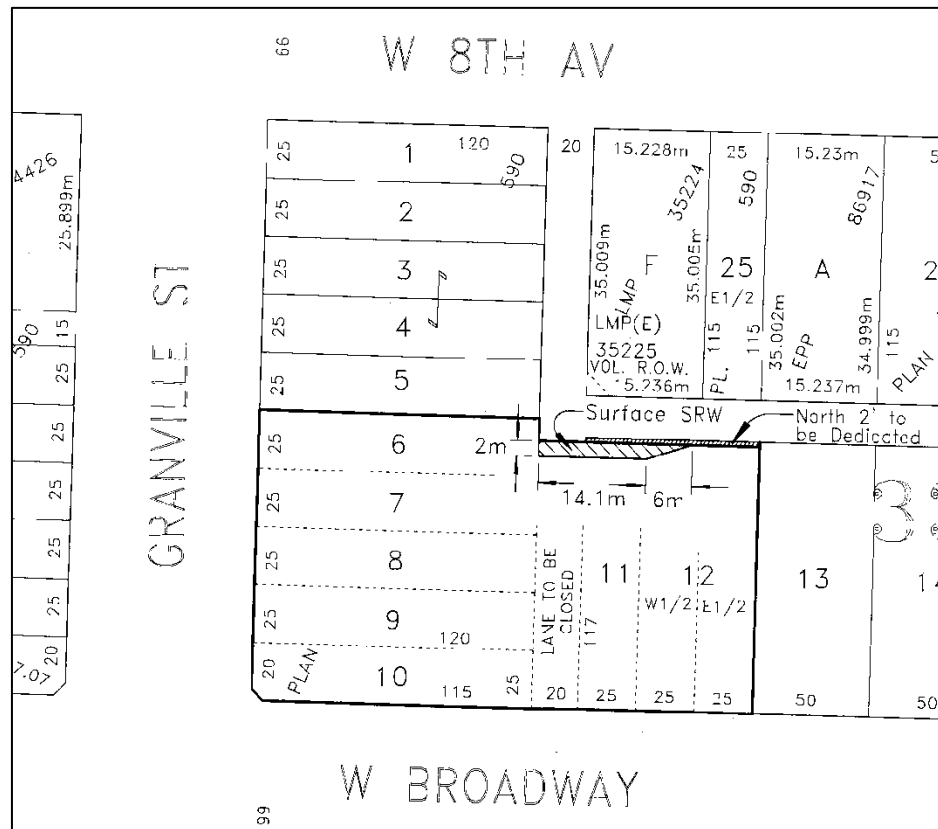
- i. the closing of, stopping up and conveying to the owner the required portion of the lane east of Granville Street north of West Broadway, subsequent to Council approval; and the relocation or decommissioning of any utilities within this area;
 - ii. provision of written confirmation and agreement from all affected utility companies;
-

- iii. consolidation of the closed portion of lane, Lot 11 and the East ½ and West ½ of Lot 12, all Except Part in Plan 4379, Lot 10, Except Part in Explanatory Plan 10757, and Lots 6 to 9; all of Block 331, District Lot 526, Plan 590 to form a single development parcel, and subdivision of that site to result in the dedication of the northerly 2 feet of Lot 11 and the East ½ and West ½ of Lot 12 for lane purposes; and

Note to Applicant: A subdivision plan and application to the Subdivision and Strata Group is required.

- iv. Registration of a temporary SRW agreement in favour of the City over the portion of lane to be closed for public utility purposes, to be discharged once all utilities impacted by the lane closure have been abandoned, relocated or otherwise protected, as necessary, and any associated lane and street reconstruction works have been completed to the satisfaction of the GMES.

A.2.2 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for registration of a surface statutory right of way over portion of the development site adjacent to the south side of the westerly limit of the existing east-west lane for vehicle manoeuvring purposes, with dimensions according to the sketch below;



A.2.3 confirmation, in the form of a registered agreement(s) with the province, securing appropriate rights for the purpose of constructing, maintaining, operating and accessing the future transit facilities as part of the Broadway Subway Project.

A.2.4 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site, adjacent to West Broadway and Granville Street, to achieve a 7.5 m offset distance from the back of the existing curb to the

building face. The SRW will be free of any encumbrance such as structure, stairs, door swing and plantings at grade, unless agreed to by the General Manager of Engineering Services and Director of Planning, to accommodate the underground parking structure within the SRW agreement;

Note to Applicant: Doors are not to swing more than 0.3 m (1'-0") into the SRW area.

A.2.5 provision of an updated Rainwater Management Plan (RWMP) that addresses the following prior to DP issuance and is sent at your earliest convenience to rainwater@vancouver.ca.

i. provide an updated report that incorporates the landscaping on site as the volume of 24mm captured, as reflected in this submission, is unacceptable to the city.

Note to Applicant: The volume of the detention tank should be the larger of either: the 24 mm of rainfall not captured in Tier 1 & 2 retention methods or the storage volume required to control to the pre-development peak flow.

ii. ensure that an updated site map is included which details the different surface types and how rainwater will be directed or retained in each area. Include the following:

- a) all routing of rainwater throughout the site;
- b) buildings, patios and walkway locations;
- c) underground parking extents;
- d) location of any proposed BMPS, detention tank, water quality treatment and flow control system with connections to the sewer system;
- e) area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method; and
- f) summary table of the catchment areas.

iii. work to increase the volume of 24 mm captured by the following:

- a) install a Rainwater Harvest & Reuse system; and
- b) direct upper level impervious areas (i.e. balconies or roof) into lower level planter boxes that have safe overflow incorporated, to increase the retention.

iv. clarify how the Water Quality requirement will be met.

A.2.6 provision of a final RWMP prior to BP Stage 2 issuance. IWM recognizes that the following conditions could not be met prior to the DP stage and are therefore required prior to BP Stage 2 issuance. When this information becomes available, provide a final submission of the RWMP, ensuring that the following are included. Email the final submission direct to rainwater@vancouver.ca. including the following items:

- i. servicing plan which includes all routing of rainwater into the proposed systems and out to the municipal system.
 - ii. detailed drawings of all proposed rainwater management systems including but not limited to, dimensions, inverts, stage-storage-discharge characteristics, design criteria and all assumptions.
-

- iii. updated site map detailing the different surface types and how rainwater will be directed or retained in each area, as follows:
 - a) all routing of rainwater throughout the site;
 - b) buildings, patios and walkway locations;
 - c) underground parking extents;
 - d) location of any proposed BMPS, detention tank, water quality treatment and flow control system with connections to the sewer system;
 - e) area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method; and
 - f) summary table of the catchment areas.

A.2.7 stand-alone Operation & Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure), must be submitted to the satisfaction of the Integrated Water Management Branch and will included as a schedule in the covenant detailed below. The O&M Manual shall be tailored specifically for the GI practices proposed on-site and submitted as a standalone document. The applicant is welcome to contact IWM Branch to discuss specific details. The O&M Manual shall include, but not be limited to the following components:

- i. phasing Considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established);
- ii. a table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system;
- iii. fact sheets (or similar reference material), for proposed plantings;
- iv. contact information for any proprietary systems to be located on-site (for example oil/grit separators); and
- v. checklists to assist non-technical persons in assessing operation and maintenance performance and requirements.

Note to Applicant: A Section 219 Rainwater Management Agreement Covenant will be required once the Final RWMP is accepted by the City. The Final RWMP will be attached to the covenant and be register on the property's title. The Engineer of Record will be required to inspect the RWM system as necessary during and after construction in order to determine whether it has been substantially completed according to the covenant and Final RWM Plan. The EOR is to inform the City by letter bearing the Engineer's professional seal whether the system has been so constructed, and, if not, sealed "as-built" drawings showing the details of the modified system must be provided.

A.2.8 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Easement & Indemnity Agreement BE250834 (canopy agreement) prior to building occupancy;

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

prior to building occupancy the applicant is to supply a written request to the City, a fresh title search and a copy of the documents along with executable discharge documents to affect the releases.

A.2.9 provision of the following improvements to the satisfaction of the General Manager of Engineering Services:

- i. street improvements along West Broadway adjacent to the site and appropriate transitions including the following:
 - a) minimum 4.0 m (13.12 ft.) wide broom finish saw cut concrete sidewalk;
 - b) curb ramps;
 - c) removal of the existing lane entry where the lane is proposed to be closed and reconstruction of the boulevard, sidewalk, and curb to current standards; and
 - d) adjustment all existing infrastructure to accommodate the proposed street improvements.
- ii. street improvements along Granville Street adjacent to the site and appropriate transitions including the following:
 - a) minimum 4.0 m (13.12 ft.) wide broom finish saw cut concrete sidewalk;
 - b) curb ramps; and
 - c) adjustment all existing infrastructure to accommodate the proposed street improvements.

A.2.10 delete the two new proposed street trees on the Granville St frontage;

Note to Applicant: The two new proposed street trees on the Granville St frontage will interfere with transit operations.

A.2.11 provision of upgraded street lighting (roadway, sidewalk) adjacent to the site to current COV standards and IESNA recommendations;

A.2.12 provision of new or replacement duct bank adjacent to the development site (along Broadway and Granville) that meets current City standards. Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communications infrastructure;

A.2.13 design development to improve access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement as follows:

- i. provision of an alcove for the bike room access off the vehicle parking ramp and maneuvering aisle;
 - ii. relocation of Class B bike parking to eliminate encroachments on public property and right-of-ways;
 - iii. provision of automatic door openers on all doors providing outside access to bicycle storage rooms;
-

- iv. provision of oversized bicycle spaces as per Bylaw; and
 - v. provision of improved bicycle maneuvering access throughout Lower Ground Floor.
- A.2.14 design development to improve 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 improved two way flow for vehicles on the ramp and in the parking areas;
Note to Applicant: Improve two-way traffic flow on the main ramp from grade to P2 and provide additional measures to address conflicts between vehicles on the ramp.
 - ii. provision of dimensions for all column encroachments into parking spaces;
Note to Applicant: Encroachments are not to exceed 6". Column setbacks greater than 1.2 m (4.0 ft.) require additional width for adjacent spaces (e.g. Space 39). Columns that are 0.9 m (3.0 ft.) in length are required to be setback 0.3 m (1.0 ft.) from maneuvering aisles (e.g. Space 47).
 - iii. provision of dimensions for all typical parking spaces; and
 - iv. provision of wheel stops for all spaces adjacent to pedestrian walkways.
- A.2.15 provision of generous and continuous weather protection on both frontages. See Standard Urban Development condition A.1.2
- A.2.16 provision of the following information is required for drawing submission to facilitate a complete Transportation review:
- i. inclusion of a complete tech table depicting the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided;
 - ii. all types of parking and loading spaces individually numbered, and labelled on the drawings;
 - iii. dimensions of additional setbacks for parking spaces due to columns and walls;
 - iv. dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates;
 - v. provision of section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions;
 - vi. indication of areas with minimum vertical clearances labelled on parking levels;
 - vii. provision of 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;
 - viii. indication of stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable;
-

- ix. provision of existing street furniture including bus stops, benches etc. to be shown on plans; and
 - x. provision of all poles and guy wires to be shown on the site plan.
- A.2.17 provision of City's building grades along the property line in the laneway area to be clearly indicated on the plans.
- Note to Applicant:** Please reference the building grade plan provided by the City to determine the required elevations.
- A.2.18 provision of separate solid waste amenity rooms for the residential and commercial occupants is required.
- A.2.19 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services are required for all portions of non-standard sidewalk treatments on City street;
- A.2.20 provision of a separate application for all public property improvements is required; please submit a copy of an updated landscape plan that reflects the off-site improvements sought for this application

The following statement on the landscape plan;

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

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

- A.3.1 Require a Ministry of Environment and Climate Change Strategy (ENV) release for the permit application(s) requested.
 - A.3.2 The property owner shall, as required by the Manager of Environmental Protection and Climate Change Strategy 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.
 - A.3.3 Enter into a remediation agreement for the remediation of the site and any contaminants which have migrated there on terms and conditions satisfactory to the Manager of Environmental Protection 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 or an "Instrument of Approval" satisfactory to the City for the on-site contamination, issued by the Ministry of Environment and Climate Change Strategy (ENV), has been provided to the City.
-

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 November 13, 2019. 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 (**6 months after DP Board date**), 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.1.6 Submit an Erosion and Sediment Control Plan to Environmental Protection for review and comment at the Building Permit application stage.

B.2 Conditions of Development Permit:

- B.2.1 Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or Licence.

Note to Applicant: Applications for provincial Approvals or Licences 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.

- B.2.2 This application falls within the area with potential impacts due to the Broadway Millenium Line construction.

Note to Applicant: Please contact the City of Vancouver Rapid Transit Office (rapidtransitoffice@vancouver.ca) for more information on impacts to access and street use for your project. Provide a letter confirming acknowledgement of the condition and that you have contacted the Rapid Transit Office for more detailed information.

- B.2.3 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

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

written acknowledgement of this condition is required. Please contact Engineering Services for details.

- 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 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 Requires a Certificate of Compliance or Final Negative Determination from the Ministry of Environment and Climate Change Strategy (ENV) and compliance with the terms and conditions of the Remediation Agreement prior to issuance of the occupancy permit.
- B.2.10 Waste Discharge Permit may be required for any dewatering on the site.
- B.2.11 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.2.12 Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

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

B.2.13 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.

Processing Centre – Building Comments

The following comments are based on the architectural drawings dated September 3, 2019 that have been submitted for Development Application DP-2019-00704. This is a cursory review in order to identify issues which do not comply with the 2014 Vancouver Building By-law #10908 (VBBL).

- It appears that glazed openings are proposed in the firewall separating the station from the office lobby. This design might require sprinkler protection on both side of the glazing and possibly the provision of secondary water supply (i.e. water tank).
 - Spatial separation requirements to be reviewed for two buildings designed to different Codes and constructed in close proximity to each other.
 - ASHRAE vestibules are required for commercial spaces with floor area greater than 278.7 m².
-