
349 W Georgia St (COMPLETE APPLICATION)
DP-2018-00380- DD

PCNK/DA

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

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

Also Present:

P Cheng, Urban Design & Development Planning
D. Autiero, Development Services
V Kopy, Development Services
A Cheng, Engineering Services

APPLICANT:

Musson Cattell Mackey
1900 - 1066 W Hastings Street
Vancouver, BC
V6E 3X1

PROPERTY OWNER:

8384410 CANADA INC
C/O Quadreal Property Group
800-666 Burrard Street
Vancouver, BC V6C 2X8

EXECUTIVE SUMMARY

- **Proposal:** To develop the site with two *office* towers (21 and 22 storeys) including the retention of the Post Office facade and structure containing commercial and parking uses. The proposal also includes a Heritage Density Transfer (3,618 m²) utilizing the Heritage Amenity Share program.

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

Appendix E Heritage Conservation Report

Appendix F View Cone E.1

• **Issues:**

1. Increase in the floor space ratio for the retention and reuse of a building listed on the heritage register as an "A" building, as per Section 3.9 of the DD ODP.
2. Exclusion of the above-grade parking floor space area, as per the interpretation section of the DD ODP.
3. Up to 10% transfer of Heritage Amenity Shares to the subject site.
4. Minor encroachment into a Council-adopted view cone.

5. Design development to the Georgia Street elevation.

- **Urban Design Panel: Support with recommendations**

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2018-00380 submitted, the plans and information forming a part thereof, thereby permitting the development of the site with two office towers (21 and 22 storeys) with the retention of the Post Office ~~at the~~ and structure which is to contain commercial and parking uses. The proposal also includes a Heritage Density Transfer (3,618 m²) from the Heritage Amenity Share program, 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 enhance the south elevation facing West Georgia Street, to enrich the visual experience from the sidewalks along Georgia Street and especially Library Square;
 - 1.2 design development to the proposed public plaza fronting Georgia Street, shown in large-scale detail drawings and renderings, confirming high-quality materials and a human-scaled components;
 - 1.3 design development to the proposed ground-floor elevations and the proposed additions above the original Post Office building, shown in large-scale detail drawings, confirming high-quality materials;
 - 1.4 council approval of the heritage designation of the existing Post Office building;
 - 1.5 provision of a surface Statutory Right of Way (SRW) to allow full public access to the proposed new plaza off Georgia Street.
- 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: FSR

Technical review for:		349 West Georgia Street										
Permitted/Reauired:		Proposed:										
¹ Site Size												
¹ Site Area	12,085.90 m ²					12,085.90 m ²						
Use	Office/ Retail/ Restaurant					Office/ Retail/ Restaurant						
² FSR	7					10.93						
Floor Area	Permitted floor area	84,601.3	m ²									
	Amenity Share (4.28%)	3,618.33	m ²			Common		3,106.22	m ²			
	Density for Heitage Retention	43,938.12	m ²			Office		104,996.52	m ²			
	Total:	132,157.75				Retail/ Restaurant		24,055.01	m ²			
Exclusions	Abv. Grd. Parking (100%)	13,687.61	m ²			Abv. Grd. Parking (100%)		13,687.61	m ²			
	Amenity- End of Trip	929.00	m ²			Amenity- End of Trip		788.38	m ²			
		-	m ²					-	m ²			
³ Height	South Tower	91.4	m			South Tower		86.0	m			
	North Tower	91.4	m			North Tower		85.2	m			
⁴ Parking	Office/ Retail: Min.	890				Office/ Retail:						
	Max.	1122				Standard		440				
	Disability	53				Disability		20				
	Max. Small car (25%)	223				Small		307				
						future expansion spaces		24				
	Min. Required:	890				Proposed:		791				
	5 Bicycle Spaces for 1 Car:					Bonus Parking:						
	1/300m ² Max. Bike spaces:	430				Proposed bike spaces		0				
	5 Bicycle Spaces for 1 Car:	86				5 Bike for 1 car spaces		0				
	2 for 1 Disability:	53				2 for 1 Disability		20				
Available Bonus Parking:	139				Total Bonus:		20					
Min. Parking Required:	890				Total Parking Spaces:		811					
⁵ Bicycle	Class	B	A			Tot.	Class	B	A			Tot.
			Min.	Max.	Min.							
			Hor.	Vert.	Locker			Hor.	Vert.	Locker		
	Office:	0	105	63	42	210	Office:	0	210	0	0	210
	Retail:	0	24	14	10	48	Retail:	0	48	0	0	48
Total:	0	129	77	52	258	Total	0	258	0	0	258	
⁶ Loading	Class	A	B	C		Class	A	B	C			
	Office:	15.00	9.00	0		Office:	18	4	1			
	Retail:	0	12	3		Retail:	0	6	3			
	Total:	15	21	3		Total:	18	10	4			

Notes:

¹ **Note on Site Size and Site Area:** This site is approximately 152.43m x 79.26m and is 12,085.9m². The site takes up an entire city block with West Georgia to the South, Dunsmuir Street to the North, Homer Street to the West and Hamilton Street to the East. The site is subject to a 10 building line along Dunsmuir Street. The existing 4 storey, with mezzanines on level 3 & 4, building on this site is on the Heritage Registrar (previously the Canada Post Office Building) and will be retained and modified to act as a podium for two new office towers.

² **Notes on FSR and Floor Area:** The floor area is calculated per Official Development Plan By-Law (ODP) and the site lies in "C1" Density Area which permits 7.0 FSR. The overall proposed FSR for this site is 10.93. The application is seeking an increase of 3.64 FSR (43,938.12 m²) as compensation for the cost and extent of heritage restoration, as per Section 3, Paragraph 9 of the ODP. An additional 0.29 FSR (3,618.33 m²) is requested through the purchase of Heritage Amenity Shares. As per Section 3, Paragraph 15 of the ODP, the Development Permit Board may permit an increase in FSR up to 10% of the permitted FSR for this site through the purchase of "Heritage Amenity Shares".

The proposal seeks to have the above-grade parking excluded from FSR calculation, allowable under the Interpretation clause of the ODP.

There are 5 large storage rooms adjacent to the End of Trip Facilities which are above base surface and are excluded from FSR. Also, it appears that the Retail store adjacent to the North Tower lobby is not included in the FSR. Standard Condition A.1.7 requires inclusion of these spaces into FSR. End of Trip Facilities is considered amenity space and is excludable from FSR.

³ **Note on Height:** This site falls within Area 5 defined by the ODP and permits a height up to 91.4m. The proposed building height is well below the maximum permitted height at 86m; however, View Cones also limit the height for this site. The current design proposes slight encroachments into View Cone E.1 as analyzed by City of Vancouver Urban Planning. Refer to commentary on page 10 of this report.

⁴ **Note on Parking:** There are 2 plus partial level of underground parking and 2 levels of above grade parking on levels 5 and 6 of the podium. Parking is below the minimum required and is deficient by 33 disability spaces and exceeds the permitted number of small car spaces (approx. 85 spaces). Overall they require an additional 79 car spaces to meet the Parking by-law. The shortfall can be made up by providing the required disability spaces using the 2 for 1 rule, and providing additional bike spaces using Section 6.2(a) of the Parking By-law. 430 "Class A" bicycle spaces, beyond what is already required, can be provided in lieu of 86 car parking spaces. Standard Condition A.1.8 requires compliance with the Parking By-law. Parking spaces for the existing building are to be provided as if it were new construction.

⁵ **Note on Bicycles:** "Class A" Bicycle parking has been met; however, bicycle parking is being provided in an automated cylindrical space at the center of the parking ramp. Engineering Services is to confirm compliance with City of Vancouver standards (See Standard Condition A.1.9). "Class B" Bicycle parking must be clearly noted and located on the site plan, ground floor plan and landscape plans. Standard Condition A.1.1 requires confirmation of the location of the "Class B" Bicycle parking.

⁶ **Note on Loading:** This development requires 15 "Class A", 21 "Class B" and 3 "Class C" loading spaces for Office and service uses. 18 "Class A", 10 "Class B" and 4 "Class C" are provided. As a consideration for relaxing 11 "Class B" spaces, 3 additional "Class A" and 1 additional "Class C" loading spaces have been provided. Loading space requirements were calculated as if the proposal was new construction. Staff supports a relaxation of loading for this development.

• **Legal Description**

Block: 46
 District Lot: 541
 Plan: 210

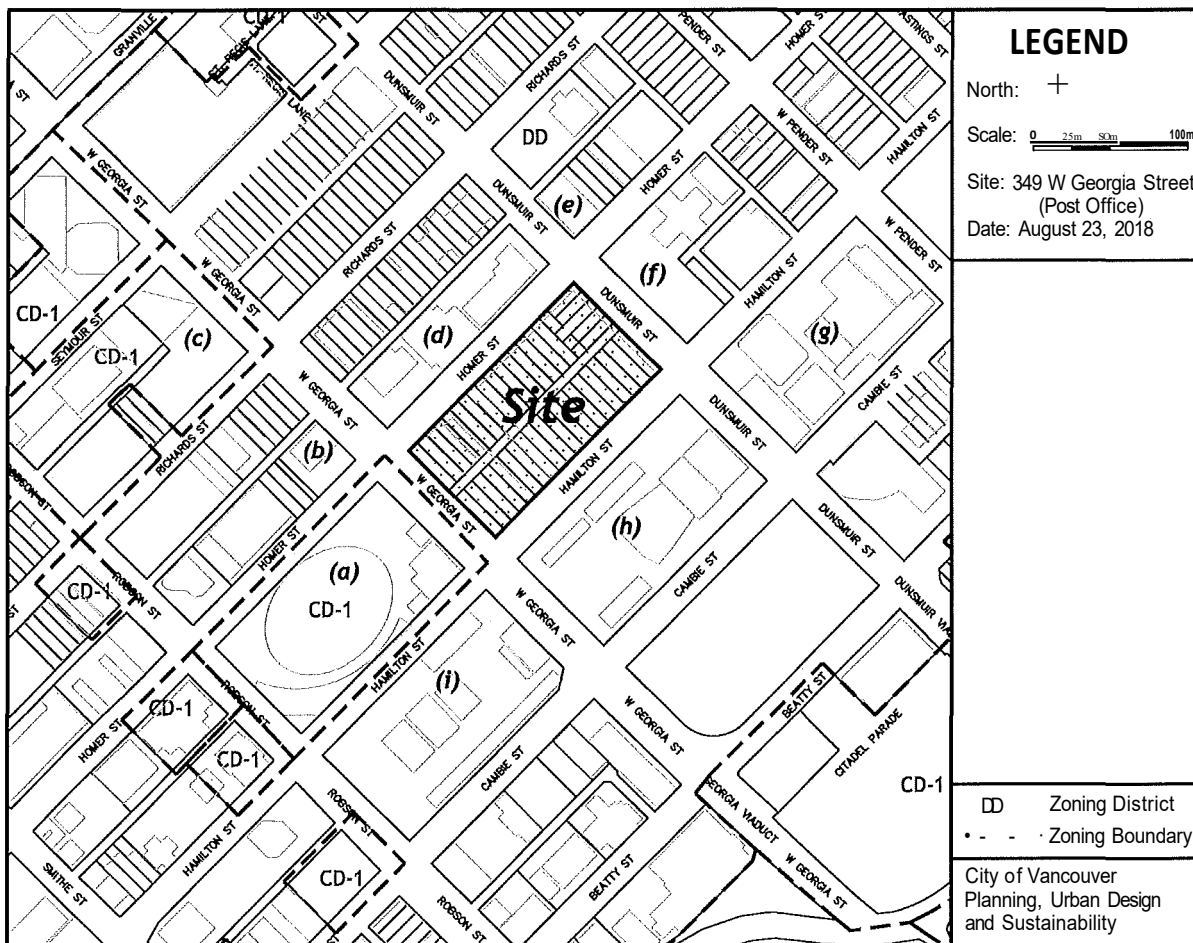
• **History of Application:**

18 04 28 Complete DE submitted
 18 06 13 Urban Design Panel
 18 08 08 Development Permit Staff Committee

• **Site:** The site is located between Dunsmuir and W. Georgia, Homer and Hamilton Streets.

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

- (a) Vancouver Public Library, 345 Robson Street, 20-storey mixed-use building, (c. 1995).
- (b) 731 Homer Street, future 25-storey mixed-use building, (under construction).
- (c) Telus Garden, 510 W Georgia Street, 22-storey mixed-use building, (c. 2014).
- (d) 402 Dunsmuir Street, 22-storey mixed-use building, (c. 1984).
- (e) 411 Dunsmuir Street, 4-storey commercial building, Heritage 'B', (c. 1911).
- (f) BC Hydro, 333 Dunsmuir Street, 18-storey mixed-use building, (c. 1992).
- (g) Vancouver Community College, 250 W Pender Street, 9-storey mixed-use building, Heritage 'A', (c.1962).
- (h) Queen Elizabeth Theatre, 3-storey cultural venue, 675 Cambie Street, Heritage 'A', (c. 1959).
- (i) 788 Hamilton Street, 22-storey mixed-use building, (c. 2009).



• **Background:**

In March of 2018, the applicant initiated discussions with City staff for a heritage retention and redevelopment scenario for the former Main Post Office building located at 349 West Georgia Street. The proposed development was composed to be exclusively of Commercial Uses, which aligns with the Downtown Official Development Plan and the Metropolitan Core Jobs and Economy Land Use Plan, which disallows Residential Uses while encouraging the production of future job space in Vancouver's downtown core.

On April 17, 2018, City Council, approved to add the former Main Post Office building at 349 West Georgia Street to the Vancouver Heritage Register, to be classified as an "A" listing.

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

1. Downtown Official Development Plan

Density up to 7.0FSR and a building height up to 91.4m (300ft) is permitted in the "C1" subarea. Building height, however, is further limited by Council-adopted Viewcones, to a maximum height of approximately 85m. The ODP also allows for an additional increase of density of up to 10 percent through the transfer of heritage density or purchase of heritage amenity shares. In the C1 subarea, Residential Uses are not permitted.

Under Section 3.9 of the ODP: The Director of Planning or the Development Permit Board may permit an increase in floor space ratio for a development which includes the restoration of an existing building, site, landmark or feature, if the existing building, site, landmark or feature is listed in the Vancouver Heritage Register, (see Recommended Condition 1.4) and if the Director of Planning or the Development Permit Board first considers:

- (a) all applicable Council policies and guidelines;
- (b) the cost and extent of the heritage restoration;
- (c) the value of the increased floor area; and
- (d) the impact of the development upon neighbourhood livability and environmental quality.

Under the Interpretation Section of the ODP, the Development Permit Board may relax any of the provisions on the ODP where literal enforcement would result in unnecessary hardship in carrying out any restoration or renovation of buildings or sites on the Vancouver Heritage Register. Any development permit issued shall specify the heritage aspects of the building or site that merit the relaxation authorized by this section. Before granting any relaxation, the Director of Planning or the Development Permit Board shall:

- (a) consider any advice from the Vancouver Heritage Commission or any other body established by Council for this purpose defining the aspects of the building or site that give it heritage merit and advising on the proposed conservation work;
- (b) notify such adjacent property owners and tenants as deemed necessary, consider the responses received, and if there is significant objection, refer the matter to Council for advice; and
- (c) consider the provisions of this Plan and all applicable policies and guidelines adopted by Council.

2. Metropolitan Core Jobs and Economy Land Use Plan

This plan provides direction for the future growth of commercial capacity in the downtown area, while discouraging residential use.

3. View Protection Guidelines

City council has adopted view cones to protect selected public views.

4. Downtown (Except Downtown South) Design Guidelines

These design guidelines provide general direction for the enrichment of the public realm through private development, including the provision of new open spaces, sidewalk weather protection, street activation through retail frontages, and the conservation of heritage buildings.

5. Central Area Pedestrian Weather Protection

These guidelines encourage the provision of continuous weather protection over sidewalks that are fronted by ground floor retail uses in the downtown area.

6. West Georgia Street Tree and Sidewalk Design Guidelines.

These guidelines set out the expected treatment of sidewalks along West Georgia Street, including consistent tree plantings, tree grate design and sidewalk treatment.

Proposed Form of Development and Uses

The existing Post Office is a unique building that spans across an entire city block on the downtown peninsula between Homer, Hamilton, Dunsmuir and Georgia Streets. Built with robust construction to ensure a high level of security, it was purposely constructed to serve as the processing centre for postal services for all of western Canada. The existing building is approximately 24.3m tall (80 ft.), with architectural characteristics of the mid-century International Style movement. It is considered a unique example of this style in the city, and has an "A" classification in the Vancouver Heritage Register. As such, the retention of the building's form, exterior facades, interior structure and important architectural features, is highly encouraged.

The project proposes to retain a large portion of the historical building's exterior facades, with the majority of alterations taking place at the junction between the building and the public sidewalk at the ground level. Staff are supportive of these at-grade alterations, given that the original building presented a highly impenetrable public realm interface of granite cladding. The reuse of this building involves the introduction of a large proportion of retail commercial use within the existing building, with a variety of tenancy sizes from smaller Commercial Retail Units facing the public realm to larger department or grocery store tenants. The at-grade pedestrian experience along all four frontages proposes to be converted from an unfriendly opaque frontage to a highly activated experience with multiple entrances and transparent glazing looking into varied retail spaces.

Within the interior, a large part of the existing structural elements and floors are retained, with new slabs being introduced between existing floors being supported by existing columns that are structurally-enforced where necessary.

The proposal also introduces a large addition above the existing Post Office profile, in the form of two office towers, both oriented east-west along the north and south extremities of the site. Between these two towers is an extra floor located above the original Post Office profile, set back from the original parapet height. The two towers reach up to maximum heights that are limited by Council-adopted viewcones.

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

Public Realm/Open Space: Through the conversion of this existing building, the proposal satisfies the Downtown Design Guidelines objective of having active uses along the public realm interface. Where the original pedestrian experience along the long frontages against Dunsmuir, Homer and Hamilton Streets was deliberately designed to be discouraging and mundane, the new design provides a highly enriched sidewalk experience along these three frontages with continuous retail frontages. On the south side (Georgia Street), an existing surface parking lot is being converted to a new publicly-accessible plaza. This new plaza will be a welcome addition of high-quality, south-facing downtown space with many seating opportunities for public use. Staff are recommending Condition 1.3 to ensure a detailed design of the ground-floor frontages. Furthermore, the provision of a public surface right-of-way agreement is recommended to secure public access through portions of this open space (See Recommended Conditions 1.5 and Engineering Condition A.2.4).

Density: The proposed overall density of 10.93FSR exceeds the maximum floor space allowance of 7.0FSR in the ODP. Staff recognize, however, that a significant public benefit is being served through the retention of this exceptionally large heritage building. Furthermore, the reuse of this building is an exceptional challenge for the applicant, considering that the original building's format of warehouse-sized floorplates were conceived for storage and processing functions. These spaces are difficult to convert into multiple levels of commercial uses without the benefit of daylight penetration into a multitude of deep, dark floor areas located away from the perimeter of this city block-sized floorplate.

As part of this consideration, the application requests an exclusion from FSR calculation of the amount of above-grade floor space that is dedicated to automobile parking. Under section 3.8 of the ODP, this type of floor area is typically counted as part of the maximum allowable FSR at a ratio of 0.7. The intention behind this is to discourage the location of parking garages above grade, since above grade spaces should typically be prioritized for inhabitable, useable space. This intention, however, is based on a smaller, more typical development site that is unencumbered by the need to retain a large multi-level warehouse building typology.

While much of the internal floor area will be reused as retail commercial space at levels 1-4, in either the small CRU or large "big-box" format, there remains a large portion of internal floor area on levels 5 and 6 that is fairly distant from the perimeter of the heritage building's exterior shell and any access to natural light or ventilation. Staff have assessed these spaces as particularly difficult to use as commercially viable. As a result, commercial parking spaces have been introduced into these spaces. Taking also into consideration that the existing basement cannot practicably be made deeper because the original structure of the building is being maintained, to accommodate the requirements of the parking by-law, staff agree that the introduction of automobile parking at unique above-grade levels is supportable. Under the Interpretation Section of the ODP, staff recommend that the Board varies Section 3.8 of the ODP due to unnecessary hardship rising from the retention of a Heritage building, and its structure, and permit the proposed amount of above-grade floor area devoted to parking to be exempted from the calculation of Floor Space Ratio.

The application requests an increase to the 7.0 maximum Floor Space Ratio of 3.64FSR (equal to 43,938.12 m² or 472,946sf). Under Section 3.9 of the Downtown ODP, the Development Permit Board may consider an increase, taking into account the cost and extent of the heritage restoration. Staff have undergone a proforma analysis of this request and deem it to be a justifiable amount (see Real Estate Services and Facilities on page 15). Staff therefore recommend that that Board approves this requested increase in density. This consideration will also require the building to be designated by Council (see Recommended Condition 1.4)

Up to an additional 0.7FSR may be granted by the Development Permit Board through the transfer of Heritage Density for this site (under Section 3.15 of the ODP). This application requests 0.295FSR (equal to 3,618.33 m² or 38,947sf). As this added density does not affect the public realm in a negative

manner, staff recommend that the Board approve this increase in density to this site through the purchase of Heritage Amenity shares.

Height and View Cones:

Although the zoning permits a maximum building height of up to 91.4m, development on this site is further limited by Viewcone E.1, which offers a view of the north shore mountains originating from the midpoint of the Cambie Street Bridge. The viewcone restricts the building height of this project to approximately 85 m

The application requests an allowance for minor encroachments into this viewcone, in order to accommodate the mechanical penthouses for the north tower and south towers, and for a small amount of office floor area in the south tower. When viewed from the viewpoint on the Cambie Bridge, the north tower encroachments produce a very small visual blockage of the north shore mountains, while the south tower encroachment produces a visual blockage that is in line with existing encroachments produced by the structural armatures of BC Place (See Appendix F). Staff have reviewed the graphics representing these proposed encroachments, and assess them as relatively minor that do not detract from the overall view of the mountains from this viewpoint. Staff therefore recommend to the Board that these minor incursions into Viewcone E1 be permitted.

Architectural Expression

Staff have reviewed the proposed architectural design with the Vancouver Heritage Commission and the Urban Design Panel. While the both advisory panels have considered the proposed additions as respectful of the original Post Office building, the Urban Design Plan (UDP) expressed concern that the architectural expression of the additions were overly rigorous and lacking in variety. Staff have considered this advice, and recommend Condition 1.1, which seeks a further architectural enrichment to the Georgia Street-facing elevation of the addition, taking into account that the ceremonial street as well as Library Square are important public spaces from which this new building will be viewed.

In order to insure the success of this redevelopment, staff acknowledge that the architectural detailing and execution of the project will be of utmost importance. Since the overall proposal encompasses the scale of an entire city block, the transition to a fine-grained human scale should be achieved through careful consideration of the materials that will be directly adjacent to, or viewable from, the public realm. Recommended Conditions 1.2 and 1.3 seek further design development to the proposed public plaza, the storefront design and the proposed additions to ensure the building provides a rich experience from the public realm.

Standard Conditions A.1.2 and A.1.3 ensure that the expected treatment of West Georgia Street and proper weather protection along all four frontages will be provided.

• Conclusion:

Staff recommend the approval of this application, with the associated recommendations for excluding above-grade parking from Floor Space Ratio calculation; awarding an increase to the Floor Space Ratio for the purposes of heritage retention; and the transfer of Heritage Density (through the purchase of Heritage amenity shares), and the conditions contained in this report.

VANCOUVER HERITAGE COMMISSION

The Vancouver Heritage Commission reviewed this application on May 14, 2018, and provided the following comments:

MOVED by Commissioner Norfolk
SECONDED by Commissioner Massie

THAT the Vancouver Heritage Commission enthusiastically supports the application for rehabilitation of the former Main Post Office building at 349 West Georgia Street including the preservation and rehabilitation of the building podium, the increase in porosity of the Homer, Dunsmuir and Hamilton facades, the design treatment of the Georgia Street side, and the addition of the office component atop the existing structure, as presented to the Commission at its meeting on May 14, 2018.

THAT the Commission supports in general the Conservation Plan, noting with approval the strategy to retain and rehabilitate the maximum amount of original fabric, including but not limited to windows, doors and wall elements.

THAT the Commission supports the preservation of the two aluminum Arms of Canada on the primary historic facade facing Georgia Street.

THAT the Commission understands the intention of the applicant to relocate postal elements salvaged from the building, probably in the retail concourse, and supports the relocation and restoration of the Orville Fisher and Paul Huba murals and dedicatory panel although the Commission is unable to comment on their proposed new locations.

THAT the Commission supports the relocation of the "Robert Winter" inscription and the Paul Huba postman bas relief to the southeast corner of the building.

FURTHER THAT the Commission commends the architects, developer and heritage consultants for their detailed and thoughtful treatment of this landmark building. The Commission supports the designation of the building as part of this development permit process.

CARRIED UNANIMOUSLY

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on June 13, 2018, and provided the following comments:

- Introduction:

Development Planner, Paul Cheng, introduced the project as this is a Development Permit application. The previous rezoning application has been withdrawn.

The ODP permits a 7.0 FSR of commercial density, because this building is considered a major heritage resource in the City, and recognizing that retention of this building would be a significant challenge, staff are contemplating a bonusing of the density as compensation for the heritage retention, and an amount of heritage density transfer into the site. A total 10.93 FSR is proposed (1.43 million s.f.)

The previous rezoning proposed 2.08 with residential density of 5 FSR. A reduction of 130,000sf translates into less building mass in the upper floors.

Large floor-plate buildings were the approach for the entertainment district, not slender residential towers on low podiums, i.e. Telus office, 753 Seymour, Central Library, future Art Gallery, stadium, arena, Casino.

This is the largest heritage retention project you will ever see.

The obligation to retain a massive floorplate presents challenges with having uses in some of the deep dark spaces. No residential or office could work in that floorplate. The current adjacent sidewalk experience is quite weak. The project represents some "urban repair" as the following:

- porosity through all 4 sides compared to current opaque heavy walls of granite;
- Significance to new Commercial Retail tenancies, not just shopping, but "third places" where socializing urban life takes place between the private realm and public realm, (i.e. Pubs, restaurants, cafes, hair salons, etc.);
- existing surface parking lot into public spaces and also restaurant terraces;
- 4 existing curb cuts reduced to 2, relegated to Hamilton.

Staff are also considering some minor incursions into the applicable viewcone.

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

1. Does the proposal's open space and building facades successfully relate to the existing public spaces located on neighbouring properties (i.e. Library Square and the Queen Elizabeth Theatre forecourt)?
2. Do the proposed additions successfully pay due homage to the retained heritage building?
3. Please provide commentary, if any, on the proposed detailing of the new additions and ground floor interfaces.

The planning team then took questions from the panel.

• Applicant's Introductory Comments:

This is a previous rezoning application that was supported at UDP with commentary. There has been a lot of interest for large floor plate buildings in this neighborhood from the technology sector. This opportunity has changed the life of the project. The building has a unique heritage component.

We redesigned the project as an office retail project. The uses include parking below grade in the building, above grade retail on multiple levels taking up a lot of the large plates of the podium, and parking with office. The top floor of the existing building is one big office building.

Sitting on the top of the podium we have another large new floor. There are multi-level atriums that provide light and air to the larger floors.

The heritage podium provides a multiple level of uses and totals 200000 sf gross density because some of the parking has been taken out. The space between the buildings is presently over 100 sf.

The principles working on is the idea of urban repair, the ground plain around, created a public open space on Georgia St, and activating the street scape. We have kept the landfill onsite, to enhance the sustainable aspect of the heritage element.

A key principle is creating a strong dialogue between the heritage elements and the office space.

There is a large basement where a parking will be slid below. There is a floor below Hamilton that will be activated with retail and office. We are reusing the existing loading area. The parking total is 10 percent less than the bylaw. The crossings have been reduced from 5 to 2

An improvement is one will be able to walk inside the building from the lobby through the retail concourse and out the front edge onto Georgia.

A massing strategy was based on the relationship between the two open spaces. There are elements that relate with the open plaza, added a linking floor, a programmatic element with the atriums. There is an obvious distinction between the old and the new.

An important relationship with the base is creating a symmetrical solution.

A secondary massing element with the base was reinforcing the structure grid up the building with the subdivisions and reinforcing with coloring on the external elements.

We chose materials that were lighter and lift over the heavy podium. This also helps the podium not being weighed down by the elements on top.

We have provided a 19ft sidewalk to enhance the urban space. Created the idea of great steps for temporary refuge. There is a series of terrace benches. Will be providing a lighting scheme for the terraces and benches. We have taken big advantage of the rooftop as a common gathering space and events space. Will be using graphics and arts to make interesting spaces. The views and sunlight will be significant. The tenants have communicated a need for off leash dog spaces which will be provided. There is about 18 acres of park within a ten minute walk.

This project is not a rezoning project therefore had to work with the City to reach energy and sustainable goals. The energy performance is largely focused on the office space due to the limitations of the heritage retention. Using a triple glaze high solar heat gain coefficient glazing to mitigate those solar gains in addition to shading elements integrated into the design.

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 Ms. Avini Besharat and seconded by and Mr. Sharma and was the decision of the Urban Design Panel:

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

- Revisit the office tower architectural expression to provide more contemporary dynamic architectural character reflecting the forward thinking end user;
- Ensure continuous and public use of the stairs and plaza at Georgia St.
- Related Commentary:

The panels appreciated the materials submitted and thorough presentation. Commend the applicant for the improvement of the treatment to the public realm; treatment is respectful and well-handled when it comes to heritage retention. Wonderful job providing transparencies by maintaining the heritage of the building and improving it.

The massing is well handled the concerns were mostly about the facade treatment. The new building should respect the old building but still be modern. The way it's relating to the post office is too much of a good thing, taking the heritage elements too literally.

Suggestions included if the buildings could be more dynamic, energetic, still respectful, and lighter in its expression.

One of the main issues was the overall image of the building.

The heritage building looks better without the granite walls. Do not find the view cones are an issue at all. Support the office

The heritage building exceptionally well handled. The two tower scheme well-handled again and with significantly less mass. Architectural expression of the towers is being quite conservative.

The Georgia plaza was well received. The missing link in the Plaza is tying all the open spaces. Moving forward think about how does this stay a public space.

Not in favor of the private landscaping it is narrow and meant only for office use. Landscaping would benefit from some flexibility to the rooftop.

Other comments included like the image of the public library and not sure the lighting being suggested is needed.

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

ENGINEERING SERVICES

The application proposes to provide bicycle parking in a bicycle silo, which is an innovative way to provide secure bicycle parking in a compact space. To ensure that electric bicycles, bicycles with trailers, cargo bicycles and other atypically sized bicycles are accommodated, at least 30 percent of the required Class A bicycle parking are to be provided in traditional bicycle storage facilities (see Standard Condition A.1.9).

The application proposes 18 Class A loading spaces, 10 Class B loading spaces and 4 Class C loading spaces, whereas 15 Class A, 21 Class B and 3 Class C loading spaces would be required as per the Parking By-law. Considering the constraints of the existing building and the provision of additional Class A and Class C loading spaces, Engineering Services staff support the relaxation of the number of Class B loading spaces, subject to provision of a Loading Management Plan to allocate spaces during peak times (see Standard Engineering condition A.2.18).

Currently, a number of bus routes drop off and pick up passengers and layover (park temporarily after the end of one run and before the start of the next) on Homer and Hamilton Streets, adjacent to the site. With the addition of retail at-grade, the applicant has requested that bus services, particularly layover activities, be relocated elsewhere to improve visibility of the commercial storefronts. While this request may be desirable from a commercial perspective, bus service is important for bringing both workers and customers to and from the site. Furthermore, layover space is critical to providing reliable transit service and adhering to published schedules. The existing layover spaces are in high demand and additional layover spaces are needed to accommodate increased transit service to downtown. A study is underway to examine the required number of and location for layover spaces throughout downtown, however, it is likely that at least some layover activities will remain adjacent to this site.

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

REAL ESTATE AND FACILITIES

Real Estate Services had several meetings with the applicant team to discuss the proposed heritage project. Through discussions with City staff, it was concluded that the entire historic podium of the existing Post Office would be the heritage structure to be preserved for the redevelopment. The heritage project scope was also reviewed and supported by the Vancouver Heritage Commission.

Real Estate and Facilities staff reviewed the heritage renovation and rehabilitation project cost budget prepared by PCL Contractors Westcoast Inc. with the applicant and with their 3rd party cost consultants.

Real Estate's assessment of the overall costs for the heritage renovations and rehabilitation is estimated at around \$ 94.5M while the applicant indicated the costs to be much higher.

Real Estate then analyzed downtown commercial office land value rates to equate the density that would compensate the developer to offset the heritage costs incurred to preserve the Post Office heritage podium. The density bonus allowance of 43,938.12 m² (472,946sf). of commercial office density was determined to be adequate compensation.

The applicant is requesting to transfer another 32618.33 m² (38,947sf) through the purchase of heritage amenity shares equal to \$925 psm. X 3,618.29 m = \$3,346,955.

The applicant has also offered a voluntary cash contribution of \$3,153,045 to the childcare fund (see Standard Condition A.1.18).

After factoring in all the costs associated with the heritage restoration and rehabilitation for the Post Office, the bonus density compensation will not result in any undue profit to the developer.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Additional design work is required to ensure that the development meets the general principles for CPTED performance (see Standard Condition A.15).

HERITAGE PLANNING

The proposal was received for the historic Main Post Office building, listed under category "A" on the Vancouver Heritage Register, to retain and rehabilitate the building podium and its structure, remove the rooftop addition and to add a new office use component on top of the existing structure. The massive postal facility occupies entire city block bounded by West Georgia, Homer, Dunsmuir and Hamilton Streets. The overall condition of the building is good, original character-defining elements are present and in good condition, the original commissioned artwork found in the interior and exterior remain intact and in good condition as well. The proposed rehabilitation consists of the following major components:

- preservation of the exterior character-defining elements (podium),
- rehabilitation of the exterior walls at ground level and storefronts to allow for street-oriented services and activities,
- rehabilitation of windows,
- preservation of original canopies on the ground floor,
- rehabilitation of the front plaza along West Georgia Street,
- rehabilitation of the interior space, including significant structural retention and insertion of new floors,
- salvage and repurpose a number of interior features,
- relocate and restore an existing painted mural (by Orville Fisher),
- relocate and restore an existing tile mural (by Paul Huba),
- relocate and restore dedicated inscription,
- relocate and restore postman bas-relief (by Paul Huba),
- preserve two identical 5.8 meter cast-aluminum Arms of Canada by Pearson Iron Works on the primary historic facade. The applicant has submitted well-developed heritage conservation strategy (Heritage Strategy Set) accompanied with the Conservation Plan dated April 23, 2018, prepared by Donald Luxton and Associates Inc.; both documents being generally consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada. The original drawings of the historic building have also been submitted for reference purposes.

As previously noted, the consideration of the additional density requires the designation of the heritage building. If the development application is supported by the Development Permit Board, staff will refer the designation as a Municipal Heritage Site to Council. (see Condition 1.4) The historic Main Post Office will be legally protected by the heritage designation by-law. The designation will also contain the Restoration Covenant providing details on the conservation work and, once approved, will be registered against the title on this site. As part of the application the applicant are requesting to purchase Heritage Density through the Heritage Amenity Share Program (see Standard Condition A.1.17)

BUILDING REVIEW BRANCH

The applicants have been working with the Building Review Branch on Vancouver Building By-Law requirements associated with this development proposal. This work has been completed in parallel with the Development Application and therefore no formal commentary has been provided for this report.

NOTIFICATION

On June 25, 2018, four site signs were installed each facing the adjacent streets and 869 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website.

To date there has been no responses to the notification.

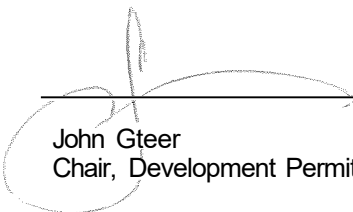
DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

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.

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 11 "Class" 8, 3 "Class A" and 1 "Class C" loading spaces. Staff Committee supports the relaxation proposed.

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



John Gteer
Chair, Development Permit Staff Committee



Paul Cheng, Architect A/BG
Development Planner



Maughan Kopy
Project Coordinator

David Autiero, Project Facilitator

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A1 Standard Conditions

- A.1.1 submission of a bird friendly strategy for the design of the building and landscape is encouraged in the application for a development permit.

Note to Applicant: The strategy should identify any particular risks with regard to the Bird Friendly Design Guidelines and propose design features to reduce these risks. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

- A.1.2 design development to achieve the sidewalk design elements that are required under the Georgia Street Tree and Sidewalk Design Guidelines;

- A.1.3 design development to provide continuous weather protection over the public sidewalk along the four frontages of this development site;

- A.1.4 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.

Note to Applicant: This includes providing internal shafts that will permit the exhausting of kitchen fumes from any commercial retail unit through the roof;

- A.1.5 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

- A.1.6 written confirmation shall be submitted by the applicant that:

- the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
- 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.1.7 compliance with Section 3 of the ODP as follows:

- Inclusion of 5 storage rooms adjacent to End of Trip Facilities on level 2 into FSR;
- Inclusion of automated bike storage cylinder into FSR; and
- Confirmation that the retail store adjacent to North Tower Lobby, facing Hamilton Street, is included in the FSR.

- A.1.8 compliance with the Section 4 of the Parking By-law by:

- providing 33 additional disability parking spaces;
- reducing the small car spaces to a maximum of 25% of all parking spaces; and
- providing a minimum of 890 parking spaces.

Note to Applicant: Additional disability spaces can be counted as 2 spaces. Bike parking in lieu of parking spaces, as permitted by Section 6.2(a) of the parking by-law, may also be used. Note that bicycle parking used towards this does not include the required bike parking for the development.

A.1.9 compliance with Section 6.3 of the Parking By-Law by providing:

- typical dimensioning of bicycle spaces;
- a minimum of 20% bicycle lockers; and
- correction of the required bicycle locker and vertical bicycle space percentages on sheet DP001;

Note to Applicant: These numbers are reversed.

- except that:
 - o at minimum 30% of the required Class A bicycle spaces shall be in bicycle rooms, lockers or compounds; and
 - o every Class A bicycle space in a bicycle room, locker or compound shall have an electrical outlet.

A.1.10 provision of 12 Class B bicycle spaces per section 6 of the Parking By-law;

Note to Applicant: Consideration to be given to providing Class B bicycle spaces at all main entrances.

A.1.11 provision of kitchen exhaust venting in all commercial retail units for potential Restaurant tenants;

Standard Landscape Conditions

A.1.12 further coordination with Park Board and Engineering with regard to the proposed removal and replacement of trees located on city property;

Note to Applicant: further arborist reporting may be requested in regard to tree removals and/or tree protection.

A.1.13 consolidation of the information shown on Tree Management Plan submitted by AGL Consultants into the landscape plan submission;

Note to Applicant: it is preferred that the arborist tree management plans become the primary document for tree removal/ protection related matters and should be submitted at large scale with the revised submission package.

A.1.14 provision of high efficiency irrigation for all planted areas and individual hose bibs for all amenity areas;

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

Crime Prevention through Environmental Design (CPTED)

- A.1.15 design development to consider the principles of CPTED, having particular regard for:
- i. theft in the underground parking;
 - ii. mail theft;
 - iii. mischief in alcoves and vandalism, such as graffiti;

Heritage

- 1.16 restoration agreement stipulating details of the heritage conservation work, heritage designation compensation, and discretionary zoning relaxations to be provided to be executed by the City and registered on title to the site before a development permit may be issued.
- 1.17 provision of a Letter "B" which includes confirmation from the owner of a "donor" site that the agreement has been finalized, and confirming the new "balance" of transferable density remaining on the donor site, or a statement of intent to secure the required amount of density through the purchase of heritage amenity shares to the City's Heritage Conservation Reserve, explaining the circumstances that made transfer of density from the density bank unviable.

Social Policy

- 1.18 arrangements made to the satisfaction of the Director of Social Planning and the Director of Legal Services for the proposed contribution of \$3,153,045 to the Daycare fund.

A.2 Standard Engineering Conditions

- A.2.1 arrangements are to be made to the satisfaction of the General Manager of Engineering Services, the Approving Officer and the Director of Legal Services for the consolidation of Lots A, B, D, & E, of Lots 1 to 3, Plan 226; Amended Lot 3 (See 70388K) of Lots 1 to 3, Plans 210 and 226; The West 48 Feet of Lot 4 (Reference Plan 97), the East 24 Feet of Lot 4, Lot B (Reference Plan 1720) of Lot 4, Lot 5 (Reference Plan 97), Lots 6 to 40, and the Lane Shown on Plan BCP32534, Plan 21 0; all of Block 46, District Lot 541 to create a single parcel and subdivision of that site to result in the dedication of the northerly 10 feet (the Building Line area) for road purposes;

Note to Applicant: a subdivision plan and an application to the Subdivision and Strata Group are required.

- A.2.2 arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the removal of the remnant portion of the disused mail tunnel within the Dunsmuir Street building line area (shown on page DP202) to be dedicated as road;
- A.2.3 arrangements (legal agreements) are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for all building elements which encroach onto City property (including those post-dedication);

Note to Applicant: The encroachments such as the decorative precast concrete panels which sit proud of the rest of the facade at levels 4 to 7, the 3 existing aluminum-clad canopies, and the relocated "Postman" sculpture. The sizable anodized aluminum frames proposed on the two new towers to encroach over Hamilton, Homer & the ultimate Dunsmuir property line will also require standard encroachment arrangements. Note: an application to the City Surveyor is required. To enable permit issuance a letter of commitment, to enter into a City standard encroachment

agreement, is required. For general information, see the Encroachment Guide (http://vancouver.ca/files/cov/building_encroachment_guide.pdf).

- A.2.4 provision of a surface Statutory Right of Way (SRW) along the W Georgia St frontage, between the building face and property line, including the plaza and stairs, but excluding the proposed patio area, for public pedestrian use;
- A.2.5 provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any sewer system upgrading that may be required;

Note to Applicant: This is a preliminary analysis which was completed to identify potential sewer improvements. It is understood that the Developer's Engineer will complete a detailed analysis of the system and detailed design of the sewer improvements. Approximately 150m of sanitary sewer will need to be upgraded on Cambie Street from Water Street to the Lane North of W Hastings Street. The estimated cost for this upgrade is \$950,000. The cost estimate provided is an order of magnitude estimate that is based on limited information and typical construction costs within the City.

- A.2.6 provision of adequate water service to meet the fire flow demands of the project.

Note to Applicant: The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.

- A.2.7 provision of a revised memo relating to the Development's Servicing Plans, with the following comments related to Water Connections addressed:

- Air parcel separation is not an acceptable rationale for multiple services. The need for one set of services *off* Dunsmuir, and one set of services *off* Georgia, is acceptable however the need for 2 sets of services into the same mechanical room, even if they service separate and isolated portions of the development, need to be clarified further. Deletion of one set of these services is required unless stronger rationale can be provided. It would be City's preference to service both the retail and south office from the same if it is technically feasible.
- For a development with more than one set of interconnected services, each interconnected service would need to service an isolated portion of the development - the internal plumbing needs to be guaranteed to not cross. Applicant should provide assurances of this in the form of a revised memo indicating this and a sketch to aid in visualizing the separation.
- Provide the approximate square footage that each set of services is designed to service, along with some rough breakdowns of use type.

- A.2.8 provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

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

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. At this time the Main Electrical Room shown on Plan DP204 (Level 01 Lower Ground Floor) doesn't meet BC Hydro guidelines. Please contact BC Hydro to discuss undergrounding policy and standards for main electrical room location. BC Hydro is looking to serve this development with a vista room.

- A2.9 provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way;
- A2.10 the owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware of a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- A.2.11 provision of a Loading Management Plan to govern the use of loading spaces during peak times;
- A.2.12 provision of a demonstration of the automated bicycle parking for City staff from appropriate civic departments prior to issuance of the occupancy permit;
- A.2.13 provision of the following improvements to the satisfaction of the General Manager of Engineering Services:

- new street trees adjacent to the site, as space permits;

Note to Applicant: Any trees proposed for Homer and Hamilton Street must not conflict with bus stops and bus layovers activity. Provide a notation on the plan as follows, "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, installed with approved rigid root barriers and appropriate soil. Root barriers shall be 8 feet long and 18 inches in depths. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".

- new curb and gutter where required on W Georgia St, Homer St, and Hamilton St to remove accesses to former parking area on W Georgia St frontage.

Note to Applicant: Removal of all disused driveway crossings is required to the satisfaction of the General Manager of Engineering Services.

- a public realm treatment comprising of a 1.22m (4'-0") exposed aggregate front boulevard with trees and light broom finish saw cut concrete sidewalk to property line on all site frontages.

Note to Applicant: boulevard and sidewalk on W Georgia St should follow City's Ceremonial Street public realm treatment. Remove sidewalk banding from all other streets.

- improved curb ramps and pedestrian crossings at all 4 corners of the site

Note to Applicant: The removal of the parking area along W Georgia Street and the removal of the vehicle access on Hamilton Street south of Dunsmuir, creates an opportunity to improve the pedestrian realm with wider crosswalks. Relocation of poles, signal infrastructure, and other utilities will be required to achieve this and can be confirmed after a detailed review. Coordinate this work with the proposed design of the Northeast False Creek Infrastructure project.

- provision of accessible pedestrian signals (pushbuttons and associated hardware for people who are blind or visually impaired) at the following signalized intersections:
 - o Dunsmuir and Homer
 - o Dunsmuir and Hamilton
 - o Georgia and Homer
 - o Georgia and Hamilton
- provision of LED lighting at the following signalized intersections:
 - o Dunsmuir and Hamilton
 - o Georgia & Homer

Note to Applicant: Provide confirmation that the applicant wishes to fund upgrades to the street lighting and provide pedestrian scale lighting as shown on drawings. If street lighting upgrades are desired, provide a lighting review to confirm current standards are being met.

- provision of new or replacement duct banks adjacent the development site that meet current City standards.

Note to Applicant: Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work. Note: as-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

Note to Applicant: This will allow for future installation of additional features such as smart street lighting, ITS or cameras.

- provision of an improved landscape plan to show the following notes and label drawing as existing landscape plan:
 - o please place 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."
 - o all costs associated with the protection or removal and subsequent re-installation of street furniture during construction and upon completion of construction shall be the responsibility of the developer.

Note to Applicant: Clearly note the location of all existing bus shelters.

- o "Installation of parking regulatory signage on Georgia, Homer, Hamilton and Dunsmuir Street adjacent the site to the satisfaction of the General Manager of Engineering Services"

A.2.14 design and location of all crossings, to the satisfaction of the General Manager of Engineering SeNices. Please review the City's Street Restoration Manual and show typical commercial crossing design on the plans and indicate if any existing street furniture, poles street trees or underground utility is impacted by the crossing design and location.

Note to Applicant: Submission of a crossing application is required

A.2.15 design development for the provision of washroom facilities within the building for bus operators and make arrangements to the satisfaction of the General Manager of Engineering SeNices.

Note to applicant: Operators have had an agreement with a tenant within the building for washroom access, and this arrangement should continue as part of the new development. Washrooms should be provided within the building in a manner where they are accessible to operators at all times.

A.2.16 provision of additional bus passenger amenities (weather protection and seating) along Homer Street and Hamilton Street, to the satisfaction of the General Manager of Engineering SeNices;

Note to Applicant: Continuous weather protection along Homer and Hamilton is required with bus benches located at the bus stops. Coordinate location of benches with Street Activities.

A.2.17 design development to provide a single inbound and outbound travel lane with a pedestrian refuge area along Hamilton Street, for the underground parking and loading access.

Note to Applicant: The main driveway crossing shown on drawing DP-204 is 52' (15.8m) wide at the property line with 2 inbound and 2 outbound lanes (4 lanes total) and is not supported. Modify the driveways with hatched paint markings to show single entry and exit lanes and to create separation between these lanes.

A.2.18 provision of automatic door openers on the doors providing access to the bicycle room(s) and note on plans;

A.2.19 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering SeNices as follows:

- provision of additional paint markings to delineate the edge of the maneuvering aisle.

Note to Applicant: The columns along gridline xM and xF on P1 are adjacent to the maneuvering aisle. Consider providing a painted line and hatch markings to achieve this. This condition also exists on P2.

- design development to improve maneuvering for the Class B loading space at gridline xN/x3 on drawing DP204 and eliminate conflicts with vehicle traffic.

Note to Applicant: The two loading spaces shown at gridline xN/x3 on drawing DP204 requires delivery vehicles to maneuver across the main parking entrance and exit to access the loading spaces. Outbound maneuvering shown for the Class B loading space in the traffic study requires a 3 point turn and backing up in the exiting maneuvering aisle which is not supported. Consider switching the position of the Class A and Class B loading spaces and revising the vehicle parking access to a 90 degree turn rather than the 45 degree turn as indicated with the dashed lines to achieve this

- design development to provide 'stairs free' loading access from the loading spaces to all uses within the building, elevator cores and note the route on the plans with a labelled dashed line.

Note to Applicant: Confirm loading access route for the 2 towers and the retail store along Homer Street.

- provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, and at all entrances.

Note to Applicant: Design elevations are missing on the circular ramp from grade, up to level 5. Provide a separate drawing for the circular ramp with ramp details from the property line to level 5. Where there is a curved ramp, provide grades two feet from the wall on the inside radius (Section I.A). The slope and length of the ramp sections must be shown on the submitted drawings.

- provision minimum vertical clearance for the main ramp, security gates, and loading bays.

Note to Applicant: A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3m of vertical clearance is required for access and maneuvering to all disability spaces. 4.3m of vertical clearance is required for Class C loading spaces and maneuvering. Consider providing a section drawing along the centre line of the parking ramp from the property line down to P1.

- provision of additional parking stall width for stalls with columns set back more than 4' from the end of the stall.

Note to Applicant: Stall 112 at gridline x1/x6 on drawing DP4028 is showing a 3'8" long safety guard with a 1' setback from the maneuvering aisle (4'8" total) and requires additional stall width. This condition exists for multiple stalls.

- provision of corner cuts to improve 2-way flow on the main parking ramp.

Note to Applicant: Providing a 1.5'x1.5' chamfer at gridline xS/x2 and xS/x9 on P1 would achieve this.

Please contact Dave Kim of the Parking Management Branch at 604-871-6279 for more information or refer to the Parking and Loading Design Guidelines at the following link: (<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>)

Notes to Applicant:

- Consider installing bollards at grid lines xC/x3 and xD/x3 on P1 and P2 as the 10' aisle width is wide enough for a vehicle to drive through.
- Confirm if stalls 232-234 on P2 are located within the maneuvering aisle and the access to P3 and if so, delete from plans.

A.2.20 Provision of building grades clearly noted on all relevant drawings as per 88130208.

Note to Applicant: Various building grades not shown or plotted incorrectly.

A.2.21 a canopy application is required. Canopies must be fully demountable and drained to the buildings internal drainage system. Canopies are defined as a rigid roof like structure supported entirely from a building and where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56mm in thickness. (VBBL section 1A.9.8).

B.1 Standard Notes to Applicant

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

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 11 floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that 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.2.6 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**