

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE419301 submitted, the plans and information forming a part thereof, thereby permitting the development of seven-storey mixed-use building with retail on the ground floor and 94 dwelling units over two levels of underground parking with vehicular access from the lane, and also requesting an increase in Floor Space Ratio using a Heritage Density Transfer from a donor site at 12 Water Street, providing 585 m² 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 vary the exterior expression of the Davie and Granville Street frontages from each other to reflect their differing intensities and character;

Note to Applicant: This can be addressed on the Davie Street side with colour, materials and a composition that reflects a more residential approach. Solar shading should be provided for windows facing southwest, which would help distinguish this side of the building. Features such as more vibrant colours or active detailing on the Granville Street side should be considered to reflect its more intense, entertainment-oriented context. Consider adjusting the storefront design on the Granville Street side to match the horizontal lines of the heritage building to the north, and adjusting the window pattern on the upper floors to reflect the regular pattern next door.

- 1.2 design development to the residential entry to increase its visual prominence and quality;

Note to Applicant: In addition to a more notable canopy and other adjustments to increase scale, consider the use of richer and more durable materials such as quarried stone masonry to increase the experience of arrival.

- 1.3 design development to provide continuous and more generous weather protection along both frontages;

Note to Applicant: Canopies should extend horizontally for a dimension that is 70% of their height above the sidewalk, and provide weather protection without gaps across the frontage.

- 1.4 provision of a separate, conceptual commercial sign design;

Note to Applicant: Design should show a vibrant and prominent commercial sign approach in the spirit of Granville Street that is appropriate in scale to the prominence of this intersection. The architecture may need adjustment to protect the livability of residential units on upper floors.

- 1.5 provision of a noise strategy to mitigate the effects of entertainment activity along Granville Street to the residential units;

Note to Applicant: Consider the use of the features noted in the Granville Street guidelines, such as mechanical ventilation as an alternative to open windows, acoustically rated glazing, and sound absorptive materials on balconies. Note the selected features on the drawings.

- 1.6 notation on the elevations drawings to define the colour, material and finish for exterior surfaces; and

Note to Applicant: Where appropriate, include the coursing or spacing of materials.

- 1.7 provision of enlarged drawings at $\frac{1}{2}$ " = 1'-0" or better for significant exterior features, including soffits and wall treatments.
- 2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.
- 3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• Technical Analysis:

		<i>Technical Review for: 717 Davie Street</i>				<i>DE419301</i>				
		PERMITTED/REQUIRED				PROPOSED				
Site Size		120 ft. x 150 ft.								
Site Area		18,005 ft ²								
Use(s)		Retail/Residential								
FSR ¹	Base FSR	3.50 FSR				Total 3.85 FSR				
	Heritage Density Transfer (10%)	0.35 FSR								
	Total	3.85 FSR								
Floor Area ¹	Base Floor Area	63,000 ft ²				Total 69,300 ft ²				
	Heritage Density Transfer (10%)	6,300 ft ²								
	Total	69,300 ft ²								
Height ²		90.00 ft.				Top of roof parapet	71.78 ft.			
						Top of 7th level guardrail	66.10 ft.			
Parking ³	Residential Uses					Residential Uses				
	Minimum	38				Standard	28			
	Disability	4				Disability	4			
	Max. Small Car (25%)	10				Small Car	7			
	Non-Residential Uses					Non-Residential Uses				
	Minimum	8				Standard	4			
	Maximum	11				Disability (x2)	1			
	Disability	1				Small Car	3			
	Max. Small Car (25%)	2								
	Residential Uses Total	38				Residential Uses Total	39			
	Non-Residential Uses Total	8				Non-Residential Uses Total	8			
Total	46				Total	47				
Disability Total	5				Disability Total	5				
Max. Small Car Total	12				Small Car Total	10				
Loading	Class	A	B	C		Class	A	B	C	
	Residential	0	0	0		Residential	0	0	0	
	Non-Residential	0	2	0		Non-Residential	0	2	0	
	Total	0	2	0		Total	0	2	0	
Bicycles ⁴	Class	A			B	Class	A			B
		Min	Max	Min			Min	Max	Min	
		H	V	L			H	V	L	
	Residential	59	35	24	6	Residential	54	39	25	6
	Non-Residential	1	1	1	6	Non-Residential	0	0	0	0
	Total	121			12	Total	118			6
Unit Type						One-bedroom	75			
						Two-bedroom	19			
						Total	94			

¹ **Note on FSR and Floor Area:** The proposed increase in FSR and Floor Area of 10% (equivalent to 6,300 sq.ft.) is the result of a transfer of heritage floor space from a heritage donor site located at 12 Water Street; as per Section 3 of the Downtown Official Development Plan (DDODP).

² **Note on Height:** Although some portions of the top level extend beyond the angled envelope outlined in Figure 1 of Section 4 of the DDODP, the proposed height of approximately 72 ft. conforms to the “Increased Maximum Height” of 27.4m (89.90 ft.) found under “Area 3” of Table 1 in Section 4 - Height of Buildings of the DDODP.

³ **Note on Parking:** Standard Condition A.1.2 seeks the reduction of non-residential small car spaces to a maximum of 2 spaces.

⁴ **Note on Bicycles:** Standard Condition A.1.3 seeks the provision of the minimum Class A and Class B requirement.

• **Legal Description**

Lots: 20 - 25
 Block: 92
 District Lot: 541
 Plan: 210

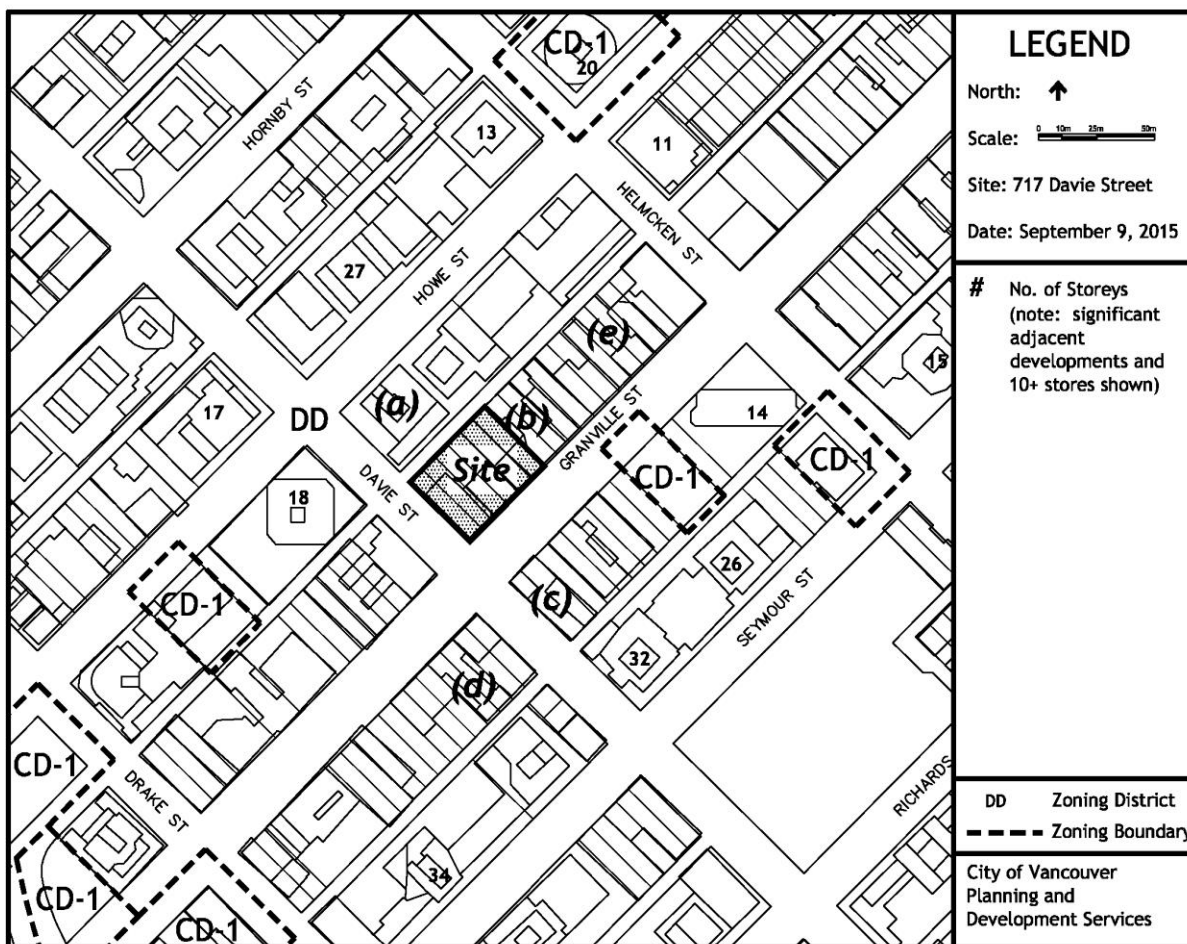
• **History of Application:**

15 07 10 Complete DE submitted
 15 08 26 Urban Design Panel
 15 10 07 Development Permit Staff Committee

• **Site:** The site is located at the corner of Davie and Granville Streets, across the lane from a residential high-rise with commercial uses at the base.

• **Context:** Both of these streets are unique and important to Vancouver’s downtown: Granville Street, the heart of the city’s entertainment district and historic north-south corridor; and Davie Street, leading from this corner to Davie Village two blocks west and into the New Yaletown neighbourhood to the east. Significant adjacent development includes:

- (a) Executive Residences, 188 Howe Street, 28-storey mixed-use building
- (b) St. Helen’s Residence, 1161 Granville Street, five-storey mixed-use building (SRO)
- (c) Scotiabank Dance Centre, 677 Davie Street, seven-storey commercial building
- (d) Hotel Ambassador, 1212 Granville Street, three-storey mixed-use building (SRO)
- (e) Clifton Hotel, 1125 Granville Street, four-storey mixed-use building (SRO)



- **Background:** The existing building on the site, formerly a bank branch, has been repurposed several times since construction and was most recently a restaurant. The current application is seeking approval for a multiple dwelling with commercial spaces at the base, and the transfer of heritage density onto the site.

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

1. Downtown Official Development Plan

In Sub-area “K3”, density up to 3.5 FSR is permitted for all uses. A maximum building height of 90 ft. together with an angled building envelope that helps reduce shadowing at grade applies to this part of Granville Street, which is Area 3. The Development Permit Board may also permit an increase in the floor space ratio where the increase results from a transfer of heritage floor space, up to a maximum of 10% over the total permitted floor space ratio.

Continuous retail or service uses are required at the ground floor frontage along the length of Granville Street north of Drake Street.

2. Granville Street (Downtown South) Design Guidelines

In summary, the intent of these guidelines as they relate to this development is to:

- support the distinct urban character of Granville Street as an entertainment district for the city;
- provide a pedestrian-oriented shopping area for Downtown South;
- ensure a high standard of livability for residential projects, including design to mitigate noise from entertainment uses; and
- ensure high quality development.

Granville Street is intended to be a major neighbourhood-serving commercial street, along with Davie Street, for the Downtown South and adjacent communities, providing such businesses as grocery stores, pharmacies and banks. The guidelines note that Granville Street contains a significant number of buildings on the Vancouver Heritage Register which reinforce the character of the street with detailed facades including details such as cornices, brickwork, storefronts, theatre fronts, and marquee signs.

Maintaining Granville’s historic character is important. While new development should take its cues from the heritage buildings, it is equally important that it create a strong, fresh character of its own within the streetscape. New buildings should respect the massing, scale and quality of the heritage structures, but modern expressions and the use of non-traditional materials is encouraged.

Buildings at cross-streets have a role in highlighting these significant points in the streetscape.

New development adjacent to historic buildings should respect their scale, massing, façade proportions and design. High quality residential livability should be achieved for all new dwelling units with regard for privacy, overlook, open space, safety and security, light and ventilation.

In terms of rear yards and setbacks, a rear setback of at least 15 feet is required for portions above 30 feet in height. The exception is that on a corner site a street wall element of a minimum of 30 feet in height and a maximum of 70 feet in height should extend along the flanking street to the rear property line to continue the street wall.

Treatment of the rear portions of buildings along Granville Street should respond sensitively to adjacent residential developments across the lane so as not to diminish the quality of enhancements to the lane environment. Finally, landscaping should be provided where opportunities exist in rear setback areas, at grade and on roof decks.

3. Central Area Pedestrian Weather Protection (Except Downtown South)

New development in the downtown areas identified as core shopping areas are required to provide a substantial amount of weather protection over the public sidewalk. Ideally, an unbroken, continuous canopy along the entire frontage of the site is desirable in order to actively encourage pedestrian traffic. Specific emphasis for weather protection is given to areas that are directly fronting retail storefront display windows to encourage browsing and casual viewing of merchandise.

4. A Design Handbook for Building Frontages on Granville Street

Intent is to maintain and create an active and distinctive character for commercial facades between Drake and Robson Streets. Key design principles relevant to this application include:

- reinforcing Granville Street as a primary civic corridor;
- historical reference to older buildings and articulated massing;
- strengthen important corners;
- vibrant signage; and
- pedestrian interest, access and security.

5. Guidelines for New Development Adjacent to Hotels and Rooming Houses

Intent is to ensure the livability of existing units is maintained, to help retain this affordable form of accommodation. A minimum daylight angle of 17 degrees from vertical, taken from the sill of existing windows, is recommended. Where this is not provided, a comparable horizontal angle may be considered.

• Response to Applicable By-laws and Guidelines:

1. Downtown Official Development Plan

The proposed includes a heritage density transfer of 6,300 sq. ft. This transfer of density will increase the total floor area to 3.85 FSR. The proposal meets the density and FSR provisions of the Plan, subject to approval by the Development Permit Board. The proposed building height of 72 ft. is below the permitted maximum, although some portions of the top level extend beyond the angled envelope by approximately 1.0 ft. (see building section B-B). Given the overall height, staff accept the proposed extensions.

The application will provide a continuous retail frontage, except for the small residential entry on Davie Street.

2. Granville Street (Downtown South) Design Guidelines

Form and massing are generally well suited to this site, with the modest height below that permitted allowing good daylight and sunlight to the pedestrian realm below, and provision of a street wall form consistent with the local scale. The facades are varied by recesses and changes of finish and window patterns along their length, and through the expression of a different base at the ground level.

The application proposes a modern expression along both streets with a randomized pattern of floor to ceiling windows, and the use of non-traditional materials such as composite metal panels. Design development is recommended to better reflect the existing context where the proposal abuts a heritage structure, and to better reflect the different character of the two streets (see Recommended Condition 1.1).

The applicants have noted that the retail frontage could be revisited, and staff expect some further development to the store fronts.

The application proposes a relatively quiet corner expression, with a circular cut out in the roof as a notable feature. The building corner would be an excellent opportunity for commercial signage at the intersection, although requiring consideration of the residential units inside (see Recommended Condition 1.4).

Development sites containing residential on Granville Street will be affected by noise from the predominately non-residential uses of this entertainment district. A recommended condition of approval seeks to improve noise mitigation (see Recommended Condition 1.5).

3. Central Area Pedestrian Weather Protection (Except Downtown South)

In response to these guidelines, the application proposes 7 ft. wide glass canopies. The canopies stop short of the end of the frontage. Staff recommend that weather protection be more generous (see Condition 1.3).

4. A Design Handbook for Building Frontages on Granville Street

The application proposes a façade with a certain degree of activity in its composition, but a relatively sedate approach in terms of colour and articulation. Staff recommend some work on the commercial signage to add vibrancy.

5. Guidelines for New Development Adjacent to Hotels and Rooming Houses

A large setback is proposed from the majority of the adjacent light well to the north in the form of rooftop gardens on level two. However, a smaller portion of the application at the north stairwell comes to within 8.7 ft. of the shared property line, which will affect daylight into the nearby windows of the neighbour. While the stairwell does not meet the vertical angle recommended in the guidelines, it is set back sufficiently to admit a reasonable horizontal angle. Staff accept this approach, given the number of adjacent units, the width of the angle proposed, and the limited height of the new building.

● **Conclusion:** Staff support this application for a new residential and commercial building, subject to the conditions noted.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on August 26, 2015, and provided the following comments:

EVALUATION: SUPPORT (8-0)

- **Introduction:** Sailen Black, Development Planner, introduced the project as being at the north-west corner of Davie and Granville Streets. The proposal is for a seven-storey mixed-use building with retail at grade on both frontages. It included 94 residential units, with an entry off Davie Street and an extensive green roof deck at the north side.

The site currently contains a one-storey restaurant at the corner, which was formerly a bank branch from the late 1940's. North on the Granville Street frontage are older one-storey commercial and two-storey mixed use buildings. The site extends 150 ft. north along Granville, stopping before the white brick five-storey "St. Helens Hotel", which is on the Vancouver Heritage Register.

On the other corners exist a two-storey commercial building with a Blenz, a three-storey mixed use building with the Two Parrots Bar and Grill, and a five-storey live performance space and dance studio. There is a 27-storey residential 'tower and podium' building across the lane to the north.

The Downtown ODP establishes a maximum density and height for the site. It also stipulates an angled envelope for this area of Granville to maintain a midrise building scale with good natural light at the pedestrian realm. Guidelines for the Granville Street area include general intents for:

- Creation of a distinct urban character for Granville Street as a pedestrian-oriented shopping area for Downtown South
- Ensuring a high standard of livability for residential projects and for the area as a whole
- Ensuring high quality developments

The guidelines also note that Granville Street is intended to be a major neighbourhood-serving commercial street for the Downtown South and adjacent communities. Along with Davie Street it provides such businesses as grocery stores, pharmacies and banks. Granville Street contains a number of buildings on the Vancouver Heritage Register which reinforce the character of the street with detailed facades.

Maintaining Granville's historic character is important. While new developments should take their cues from the heritage buildings, it is equally important that it create a strong, fresh character of its own within the streetscape. New buildings should respect the massing, scale and quality of the heritage structures, but modern expressions and the use of non-traditional materials are encouraged. Buildings at cross-streets have a role in highlighting these significant points in the streetscape. Buildings with important entrances should showcase them with signage, lighting, canopies and treatments that recall the outdoor lobbies of the theatres

Buildings above 30 feet in height require a rear setback of at least 15 feet. On a corner site a street wall element of a minimum of 30 feet in height and a maximum of 70 feet in height should extend along the flanking street to the rear property line.

Treatment of the rear portions of buildings along Granville Street should respond sensitively to adjacent residential developments across the lane so as not to diminish the quality of enhancements to the lane environment.

Landscaping should be provided where opportunities exist in rear setback areas, at grade and on roof decks.

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

1. Response of the design to the intents and recommendations in the Granville guidelines;
2. Fit of proposed façades with the scale, rhythm and lines of this part of Granville Street;
3. Prominence and legibility of the residential entry, and
4. Does the design of the building respond to and reinforce this busy commercial intersection?

- **Applicant's Introductory Comments:** The applicant team started by mentioning that Granville Street is morphing from north to south. The character of retail is distinct from Davie Street, with this corner being more service oriented. Granville Street is made up of two, five and seven-storey buildings.

There is a commercial Heritage building adjacent to site with a cornice at top. This is also an active pedestrian and transit area. A lot of buildings in the area do not celebrate the residential entry.

The proposal is for three rectangular boxes which respond to the adjacent heritage. The canopy uses a cornice and the vertical elements are playful. Moving up the building the cornice becomes more pronounced and the glass less dense. There is a subtle entrance with a solid black canopy on Davie Street which responds to the return.

The units inside are wide, with 25% of them having two bedrooms. They also include Juliet balconies and lightly tinted glass. There is an articulated retail base with portal frames for smaller retail tenancies. Large tenancies would need to respond to the livability of the units.

The building is not LEED certified, though the exterior wall aspires to 40% glazing, with metal panel and spandrel glass.

The ground plane is proscriptive, but a series of different roof spaces can be seen while moving up the building. There is an extensive green roof on top, and a common amenity space is supported by an amenity inside the building.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - The building needs to embody the different characters of Granville and Davie Streets more; there is a lot of sameness, but fancier or distinctive elements would help it stand out more
 - Design development of the commercial retail unit frontage
 - Portals are distracting and not appropriate to Granville shop front character
 - Provide reference to heritage character at the retail level
 - Address how the proposed materials will weather
 - Rethink response to solar exposure and ventilation with the Juliet balcony detailing
- **Related Commentary:**

The loss of the Heritage bank building marking this corner is noted as unfortunate.

The panel noted that the project seems to match the intents and purposes of the guidelines, and in general it matches the scale and rhythm of the area. Although the approach is expressive, this is the same as many other developments elsewhere in the city. Something subtle like a colour change may be needed to make it stand out more. It also doesn't appear to embody the uniqueness of the area and could do more to embody the quirky character of Granville and Davie Streets.

More work is needed at the corner to reinforce it and make it a place. More whimsy should be given to this corner as all sorts of artistic responses are possible here.

Retail frontages do not fit Granville streetscape. Design development to retail frontages to create positive rhythm to connect it to the Granville streetscape and better emphasize the importance of the commercial space. Examine what is distinct about how Granville retail is articulated. The awnings also need to be wider as they currently do not provide the type of weather protection needed.

The residential entry seems to be done well, but there needs to be more of a sense of space. An arrival space of some kind would strengthen the expression of the entry. While a black canopy is ok more needs to be done to reinforce the corner and direct people towards the entryway.

Livability in these units is questionable, as living on two busy streets with double-glazing and natural ventilation poses a problem with traffic noise. Juliet balconies are great but there needs to be more allowable airflow into the units. The south façade needs solar shading to improve habitability of these units. There is a real need to take a look at solar exposure for the residents in this building.

The materials on the building are worrying as they are all white metal panels. If they are detailed right they will weather well enough, but will not weather as well as brick or stone.

The panel appreciated the amenity and outdoor space, and commented that the landscape was well-designed.

Applicant's Response: The applicants noted that perhaps the glass on Davie Street could be changed to rainbow colours. Overall they appreciate all the comments, and a tender look will be taken at the retail. The Manhattan on Granville was an inspiration for this and some of its greatness could be replicated.

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)

A general condition to meet CPTED principles is recommended in Appendix A.

HOUSING POLICY & PROJECTS

The proposed development, includes a total of 19, two bedroom units (20.2% of total units) which may be suitable for families with children. The High Density Housing for Families with Children Guidelines are therefore applicable to the plans for this site. Consistent with these guidelines multi-purpose amenity rooms are proposed on level seven, including a 400 sq ft. common "kitchen / dining room" a 540 sq ft. fitness room and a 1,820 sq ft. recreation room. Design development is needed to show kitchenette and storage space within the "kitchen / dining room" and to add a storage closet and an accessible washroom with baby change table to the recreation room (see Standard Conditions A.1.10, and A.1.11). Also consistent with the Guidelines a common outdoor amenity area is located adjacent to the indoor amenity rooms, with common outdoor dining area and BBQ, which provides an opportunity for extended family and other social gatherings. This area also includes a lawn and children's play area with play equipment, design development is encouraged to the children's play area to provide a broader range of motor-skills developing and creative children's play opportunities (see Standard Condition A.1.12).

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The "Urban Agriculture Guidelines for the Private Realm" encourage edible landscaping and shared gardening opportunities in private developments, and seek the necessary supporting infrastructure. Consistent with these

Guidelines, plans for the seventh floor outdoor common amenity area include accessible garden plots. Design development is needed to include supporting infrastructure which encourages urban agricultural activity: tool storage, a potting bench, a compost bin for yard waste and to clarify hosebib locations (see Standard Condition A.1.13).

NOTIFICATION

Two site signs were placed on site, one facing Granville Street and one Davie Street. On August 19, 2015, 2,810 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. At the time of this report one written response has been received from our postcard/site sign notification. The response was in support of the project noting it would provide safe, modern housing and more retail space in the neighbourhood. The response also indicated support for the building height and design.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires decisions by both the Development Permit Board and the Director of Planning.

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



J. Greer
Chair, Development Permit Staff Committee



S. Black Architect AIBC
Development Planner



D. Lee
Project Coordinator

Project Facilitator: L. King

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

A.1.1 provision of a Letter "B" which includes confirmation from the owner of the "donor" site that the agreement has been finalized, and confirming the new "balance" of transferable density remaining on the donor site;

A.1.2 compliance with Section 4 of the Parking Bylaw by reducing the number of non-residential small car parking spaces to a maximum of 2 spaces;

A.1.3 compliance with Section 6 of the Parking Bylaw by ensuring the minimum Class A and Class B bicycle spaces are provided as follows:

i. Residential Uses: 118 Class A spaces, 6 Class B spaces;

Note to Applicant: A minimum of 59 shall be horizontal, a maximum of 35 shall be vertical, and a minimum of 24 shall be in the form of a locker.

ii. Retail Uses: 3 Class A spaces, 6 Class B spaces;

Note to Applicant: Currently there are no separate bicycle spaces identified specifically for the Retail Uses.

A.1.4 provision of a vertical vent space to accommodate future proposed restaurant exhaust from the commercial level;

Note to Applicant: Intent is to allow for a wider range of uses without requiring the retrofitting of exhaust ducting on the outside of the building.

A.1.5 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.1.6 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.1.7 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;
 - adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
 - 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;
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Crime Prevention Through Environmental Design (CPTED)

A.1.8 design development to respond to CPTED principles, having particular regards for:

- a) theft in the underground parking;
- b) break and enter;
- c) mail theft; and
- d) mischief in alcove and vandalism, such as graffiti.

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

Housing Policy and Projects

A.1.9 provision of a final Tenant Relocation Report which outlines the names of tenants; indicates the outcome of their search for alternate accommodation; summarizes the total monetary value given to each tenant (moving costs, rent, any other compensation); and includes a summary of all communication provided to the tenants prior to issuance of occupancy permit, with an interim Relocation Report prior to issuance of Building Permit;

A.1.10 design development to the seventh floor common kitchen dining room by adding counter, sink and storage space;

A.1.11 design development to the seventh floor recreation room by adding a storage closet and an accessible washroom with baby change table;

A.1.12 design development to the children's play area is encouraged to ensure that it can accommodate a range of children's play activities, for children of various ages;

Note to applicant: Play equipment is not required, nor encouraged for the children's play areas, but a soft surface play area and a variety of creative landscape/play features (such as balancing logs and boulders, opportunities for sand play or a small and tangible water stream or feature, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages is encouraged; and

A.1.13 design development to the 7th floor outdoor amenity area to include tool storage, a potting bench, a compost bin for yard waste and to clarify hosebib locations.

A.2 Standard Engineering Conditions

A.2.1 consolidation of Lots 20 to 25 to create a single parcel is required;

A.2.2 arrangements to the satisfaction of General Manager of Engineering Services and the Director of Legal Services for the release of Easement and Indemnity agreement 169731M (Commercial crossing) prior to building occupancy;

Note to Applicant: Arrangements are to be secured prior to issuance of 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.

A.2.3 a canopy application is required. Canopies must be fully demountable and meet the requirements of the Building By-law;

- A.2.4 provision of building setback and a surface Statutory Right of Way to achieve a 5.5 m distance from the back of the City curb to the building face on Davie Street. A legal survey of the existing dimension from the back of the City curb to the existing property line is required to determine the final setback/ Statutory Right of Way dimension;

Note to Applicant: The setback shall be clear of structure and door swing to maintain the 5.5 m width of the pedestrian realm.

- A.2.5 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required. Please submit a copy of the landscape plan directly to Engineering for review noting the following;

- Provision of street trees as space permits.
- Provision of a concrete pedestrian lane crossing on Davie Street.
- Provision of an 18'-0" wide broom finish concrete sidewalk with saw cut joints on Davie Street from curb to building.

- A.2.6 arrangements to the satisfaction of the General Manager of Engineering Services for improvements to the bus stop and shelter on the north side of Davie Street including the following:

- Arrangements for the removal of the existing bus shelter and financing of all costs associated with its removal.
- Provision of up to two benches to be located abutting the building on Davie Street to service the bus stop. Location to be confirmed once confirmation of bus stop ID is received from Coast Mountain Bus Company.

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

Note to Applicant: The following items are required to meet provisions of the Parking By-law and the Parking and Loading Design Supplement:

- a) Relocation of the commercial and residential disability stalls to be closer to the elevator.

Note to Applicant: Paths to the elevators should minimize travel on vehicular ramps and conflict areas such as crossing drive aisles at corners.

- b) Provision of greater separation between stall 28 and small car stalls 26 and 27 on P2.

Note to Applicant: Moving stalls 26 and 27 closer to the wall would achieve this.

- c) Provision of a 20' (6.1m) wide overhead gate at gridline D/3 on drawing A102 and note the width on the plan.
- d) Modification of the loading bay design to provide a standard loading throat (1.6 m in width / 68 degrees) and additional loading bay width for the second and subsequent loading spaces (each additional space must be 3.8 m wide).
- e) Dimension the width of the overhead door for the Class B loading spaces.
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Note to Applicant: The overhead door should be the full width of the loading bay to provide the required maneuvering for delivery vehicles with the pedestrian door incorporated into the overhead gate.

- f) Provision of an adequate access aisle for the bike room at gridline C/5 on drawing A102.

Note to Applicant: The aisle width between stall 6 and the column measures 1' in width.

- g) Provision of an improved section drawing A302 that shows the overhead gate with the required 3.8 m of vertical clearance for the Class B loading.
- h) Reduce the slope of the loading corridor to 5% or less.

Note to Applicant: Using the design elevations shown, the slope calculates to 13.3%. Consider sloping the Class B loading spaces at 5% to achieve this.

- i) Dimension all stall widths.
- j) Provision of a jug handle at the top parking ramp.

Note to Applicant: Parking ramps must be designed to position vehicles perpendicular to the lane to facilitate ease of vehicle ingress and egress from either direction of travel in the lane.

- k) Provision of automatic door openers on the doors providing access to the bicycle rooms and note on plans.
- l) Provision of Class B bicycle rack to accommodate 6 bikes (3 each direction) located parallel to the building on Davie Street. A hanger rack style may suit.
- m) Provision of an improved plan showing the access route from the Class A bicycle spaces to reach the outside.

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

Please contact Dave Kim of the Neighbourhood Parking and Transportation 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>)

- A.2.8 provision of separated commercial and residential garbage and recycling storage facilities;

Note to Applicant: For further information please refer to the Garbage and Recycling Storage Facility Design Supplement at the following link: (http://vancouver.ca/files/cov/Garbage_and_Recycling_Storage_Facility_Supplement.pdf)

- A.2.9 the General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. 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. It is presumed with your consultation so far 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. In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the
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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.

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

- A.3.1 Arrangements to the satisfaction of the Environmental Contamination team and the Director Legal Services for a Remediation Agreement to be signed and registered at the Land Title Office.

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 **April 19, 2016**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.3 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
 - B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
 - B.2.5 **This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
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