

SOUTHEAST GRANVILLE SLOPES

OFFICIAL DEVELOPMENT PLAN
(Adopted by By-law No. 5752, March 13, 1984)

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Southeast Granville Slopes Official Development Plan

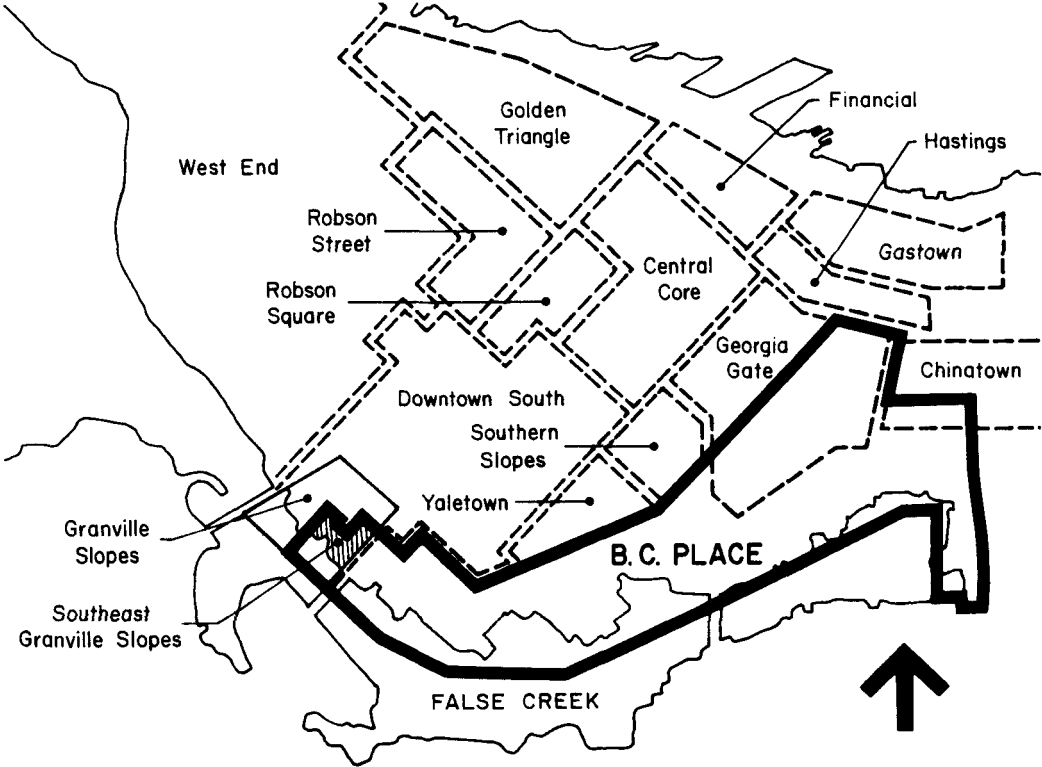
Section 1 Preamble/Context

1.1 Location

Southeast Granville Slopes Neighbourhood forms the western most area of the B.C. Place development site, and is located between the Burrard and Granville Street Bridges between Beach Avenue on the northeast and the Harbour Headline on the southwest as shaded on Diagram 1. The Southeast Granville Slopes Neighbourhood includes a gross area of approximately 3.9 hectares (9.71 acres) of which 1.1 hectares (2.6 acres) is water and 2.8 hectares (7.11 acres) is land. (Diagram 2)

Southeast Granville Slopes Diagram 1

Location of Southeast Granville Slopes (Downtown Context)

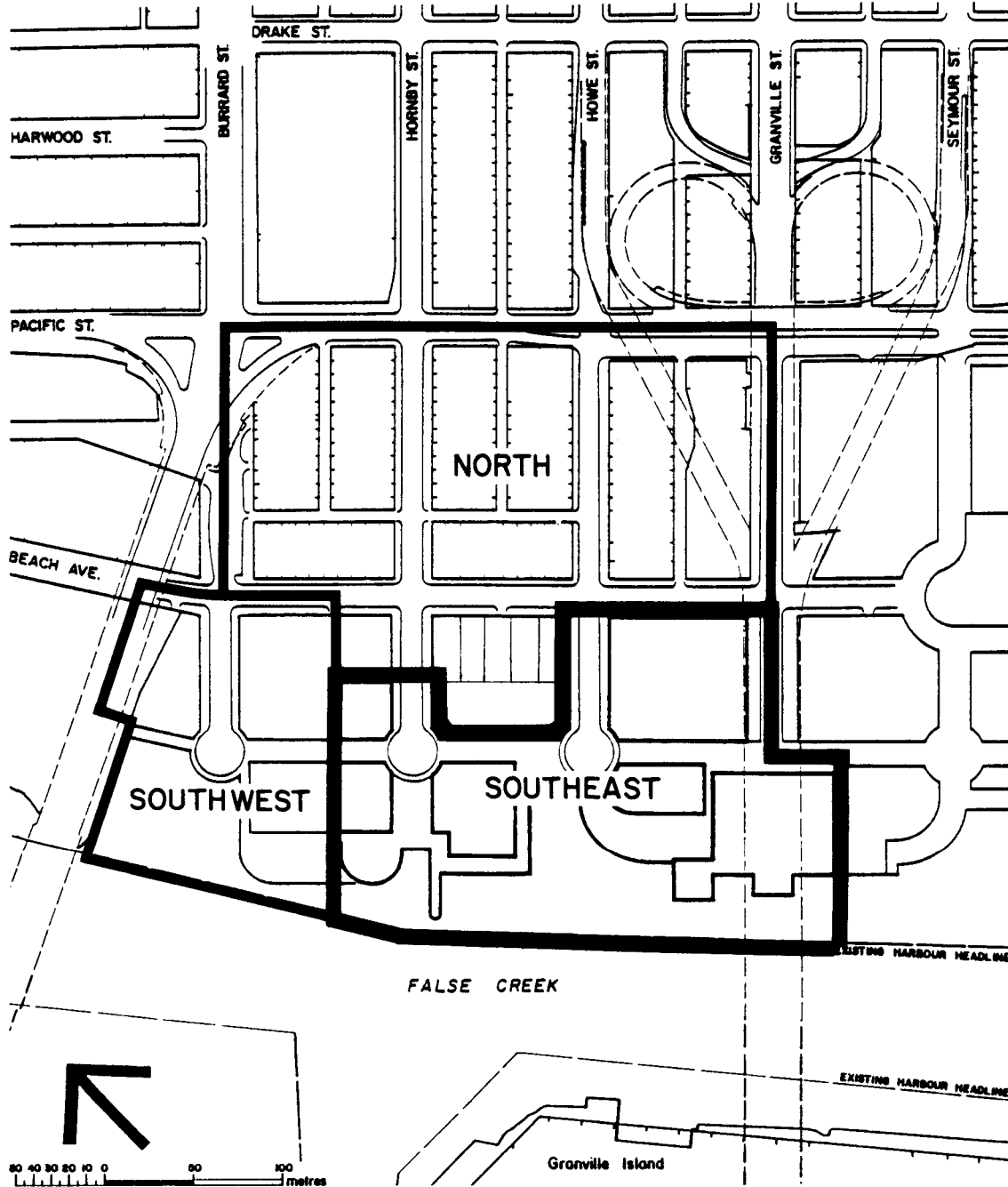


Southeast Granville Slopes

Southeast Granville Slopes Diagram 2

Location of Southeast Granville Slopes (Downtown Context)

For illustrative purposes only.



1.2 Relationship to Surrounding Area

The overall intent of this Official Development Plan is:

- (a) to provide opportunities for compatible development in the area between B.C. Place residential neighbourhoods to the east, the Downtown South commercial and residential development to the north, the False Creek waterfront and the entertainment and commercial activities of Granville Island to the south, and the residential development of the West End community to the west;
- (b) to encourage the development of linkages and built forms which provide for a suitable transition between the land uses permitted in adjoining areas;
- (c) to ensure physical forms of development which are sensitive to the significant environmental and physical constraints to development presented by the dominant bridge structures; and
- (d) to preserve part of the panoramic views from the two bridges.

Section 2 Intent/Character

2.1 Objectives

- 2.1.1 Southeast Granville Slopes Neighbourhood should have a residential character, incorporating a variety of pedestrian and public-oriented commercial activities on lower floors and along the waterfront. An attractive pedestrian and open space system, including the waterfront walkway, will provide the basis for a pedestrian-oriented neighbourhood.
- 2.1.2 Vehicular access should be limited to Granville Street and to the future extensions of Howe and Hornby Streets and existing Beach Avenue.
- 2.1.3 Water transportation connections to Granville Island and other destinations in False Creek and English Bay will enhance the character of the Southeast Granville Slopes Neighbourhood and should be encouraged.
- 2.1.4 In the Southeast Granville Slopes Neighbourhood, medium height building forms not more than 30.0 m (98.43 ft.) in height should exist throughout the area, terracing down to lower forms along the waterfront.
- 2.1.5 The waterfront development projects and public facilities in the Southeast Granville Slopes Neighbourhood should provide a number of viewpoints and opportunities to access the water's edge.
- 2.1.6 Waterfront commercial uses should contain public-oriented uses such as cafes, restaurants, entertainment facilities as well as marinas and visitor moorage to reinforce the public orientation of the waterfront and create a lively centre of activity and interest for the southern portion of the Downtown peninsula.
- 2.1.7 Dedicated public open space should be connected to the waterfront and provide an attractive local park space for residents, workers and visitors to the neighbourhood.

2.2 Land Use and Design Objectives

- 2.2.1 The character of the area should be residential, with public-oriented uses at street level. Generally, uses above the second floor should be residential or hotel.
- 2.2.2 Public amenities and commercial retail uses should be focused towards the waterfront, street and park spaces.

- 2.2.3 Ground floor uses fronting on the streets, park space and waterfront should have a strong public orientation, such as restaurants, small scale retail shops, and other activities available to the general public.
- 2.2.4 The area under the Granville Bridge should feature a marine-oriented active use, such as a working boatyard, should provide opportunities for public observation of this activity, and should be compatible with bridge maintenance activities.
- 2.2.5 The design of development on individual parcels should focus toward the sub-neighbourhood park space where they are adjacent to it.
- 2.2.6 Buildings should extend to the street edge and provide weather protection for pedestrians. Use of the sidewalk for displays or outdoor restaurants will be encouraged.
- 2.2.7 Building height at street edges should not exceed 19m and should be stepped back at higher levels to allow air and sunlight to penetrate to the street and open spaces.
- 2.2.8 Pedestrian and vehicular areas of the street right-of-way should be blended together in a transitional area with an exclusive vehicular domain only in the centre lanes. This may be done by a uniform surface treatment for the street and sidewalk with visual cues such as trees and street furniture to identify the exclusive pedestrian domain. This streetscape design would be subject to review and approval by the City Engineer, who would have to be satisfied with the safety, operational, and maintenance characteristics of the proposed streetscape design.
- 2.2.9 Waterfront development should be clustered along the seawall edge at a number of levels affording opportunities for pedestrians to walk or sit and watch waterfront activities.
- 2.2.10 View corridors down Howe and Hornby Streets should continue to the waterfront and beyond.

2.3 Intent

The objectives above are to be realized by regulating mixed-use residential and commercial development within clearly and carefully defined view, height and massing limits.

Section 3 Process

- 3.1 The Zoning and Development By-law shall apply to this Plan except that where any provision of this Plan is in conflict with the provisions of the Zoning and Development By-law, this Plan shall prevail.
- 3.2 This Plan provides the general framework for the preparation of development plans for individual buildings or complexes of buildings.
- 3.3 Development permit applications shall be made to the Development Permit Board and considered by the Development Permit Board in accordance with the Zoning and Development By-law and in conformity with such other conditions and regulations not inconsistent with this Official Development Plan which the Development Permit Board in its discretion may prescribe.

The Development Permit Board, in the exercise of its jurisdiction, may relax the provisions of this Plan in any case where literal enforcement would result in unnecessary hardship. In granting any relaxation, the Board shall have regard to the intent and policies of this Plan, and such other applicable policies and guidelines adopted by Council.

It is intended that these development approval processes be the subject of further discussion and review with B.C. Place.

Section 4 Definitions

Words used in this Plan shall have the meaning assigned to them by the Zoning and Development By-law unless otherwise stated and except as provided below.

In this By-law, unless the context otherwise requires:

Bed and Breakfast Accommodation means the use of one or two bedrooms in a dwelling unit as temporary accommodation where the room rate includes breakfast provided on the premises;

B.C. Place means British Columbia Place Ltd., a company incorporated under the Company Act of British Columbia and having those special powers set out in the B.C Place Act, chapter 2, SBC 1980 as amended;

Build-To Line means a requirement to bring the building mass at a designated level to a specific line;

Building Setback means a minimum separation requirement measured from the parcel boundary to the building edge;

Commercial Marine - Oriented means any commercial activity directed toward the sale of marine supplies or services including marine transportation activities, and may also include public-oriented commercial activities such as restaurants and entertainment uses that attract a significant proportion of their patrons due to proximity to the waterfront;

Commercial - Office means any administrative or management activity undertaken in conducting the affairs of a business, profession, service, industry, government, or any similar activity, but excluding commercial retail and marine-oriented commercial activities;

Commercial - Retail means any activity that involves the selling of goods, merchandise or services to the general public, including facilities for the sale of food, beverages, and entertainment, but excluding an adult retail store;

Commercial Use means any use comprising marine-oriented, office or retail use as defined in this section, or hotel use, or any combination thereof;

Gross Area means the total area of the Southeast Granville Slopes Neighbourhood including the Gross Land Area and all titled land areas covered by water to the Harbour Headline;

Gross Land Area means the total land development area of the Southeast Granville Slopes Neighbourhood including the development parcels and existing and future public use areas such as streets, parks, utilities and other similar uses;

Mixed-Use means any combination of two or more of the following uses on the same individual parcel: Residential, Public Institutional, Hotel, or Commercial;

Public-Oriented Activities means those uses which rely on direct pedestrian access in the conduct of their operations, and which provide visual interest to passers-by;

Public Institutional Use means any use consisting of non-profit or quasi-public activities such as a church, library, school, hospital or other public service available to the public including government funded services provided to the public, but excluding any residential use;

Public Open Space means an area which is generally open to the sky and easily and clearly accessible and available for public use;

Residential Use means any habitable living accommodation that is designed to be occupied on a permanent basis and also means Temporary Modular Housing as defined in the Zoning and Development By-law;

Street-End Views means views down streets that provide visual contact to the water of False Creek and defined as the straight line projection of existing Howe and Hornby Streets rights-of-way taken at their intersection with Beach Avenue;

Waterlot means the parcel of land that is covered by water and located between the B.C. Place shoreline and the northerly Harbour Headline; and

Waterfront Walkway means the continuous walkway along the waterfront accommodating both pedestrians and bicycles and accessible to the public at all times.

Section 5 Development Parcels

5.1 Approximate parcel boundaries and areas are indicated on Diagram 3. All parcel boundaries and areas are approximate and subject to being finalized by survey at the time of subdivision.

Section 6 Uses, Density and Parking/Loading

6.1 Uses

6.1.1 Permitted uses in the Southeast Granville Slopes Neighbourhood shall be a mixture of residential uses, restaurant and entertainment activities, other commercial activities, and intense public activities.

6.1.2 The following specific uses may be permitted, subject to the provisions of this Plan:

- (a) child day care facility;
- (b) commercial uses;
- (c) hotel;
- (d) interim uses;
- (e) marina;
- (f) open space;
- (g) public institutional uses;
- (h) residential uses;
- (i) bed and breakfast accommodation;
- (j) expositions and trade shows; and
- (k) other uses and facilities similar in character or customarily ancillary to the above.

6.2 Conditions of Use

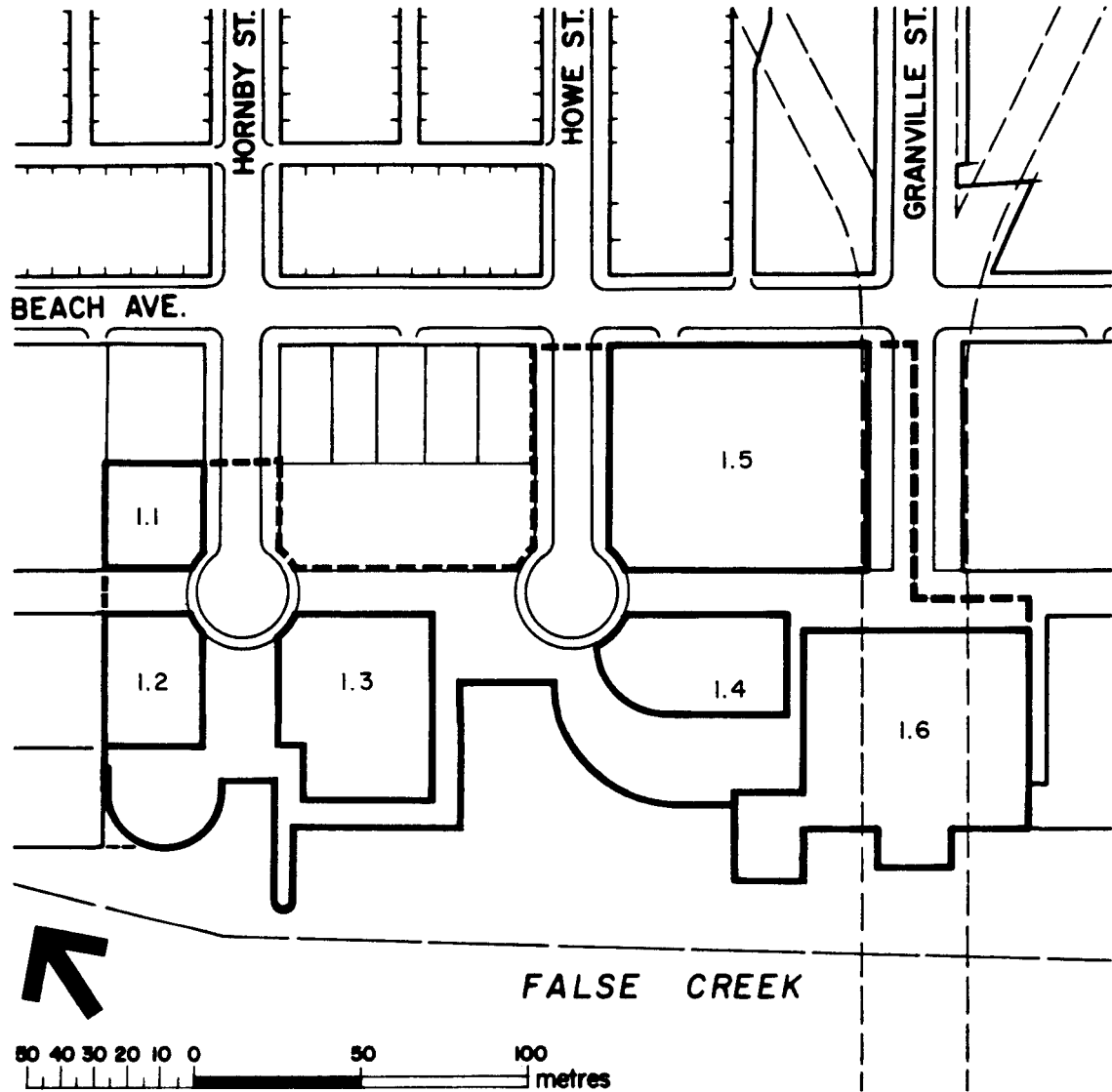
6.2.1 No interim uses shall be permitted which would detrimentally affect other uses on the site or on adjacent sites.

6.2.2 Where the interim use comprises off-street parking, open storage, or similar use, approval shall only be granted where the interim use will be adequately secured, screened and surfaced.

6.2.3 Public-oriented space may be occupied by an interim use, including commercial office, subject to the following:

- (a) the space shall be designed for future conversion to public-oriented use; and
- (b) provision of suitable design features, such as display windows, to maintain pedestrian interest during the period of occupancy by the interim use.

Southeast Granville Slopes Diagram 3
Parcel Boundaries and Areas (Proposed)



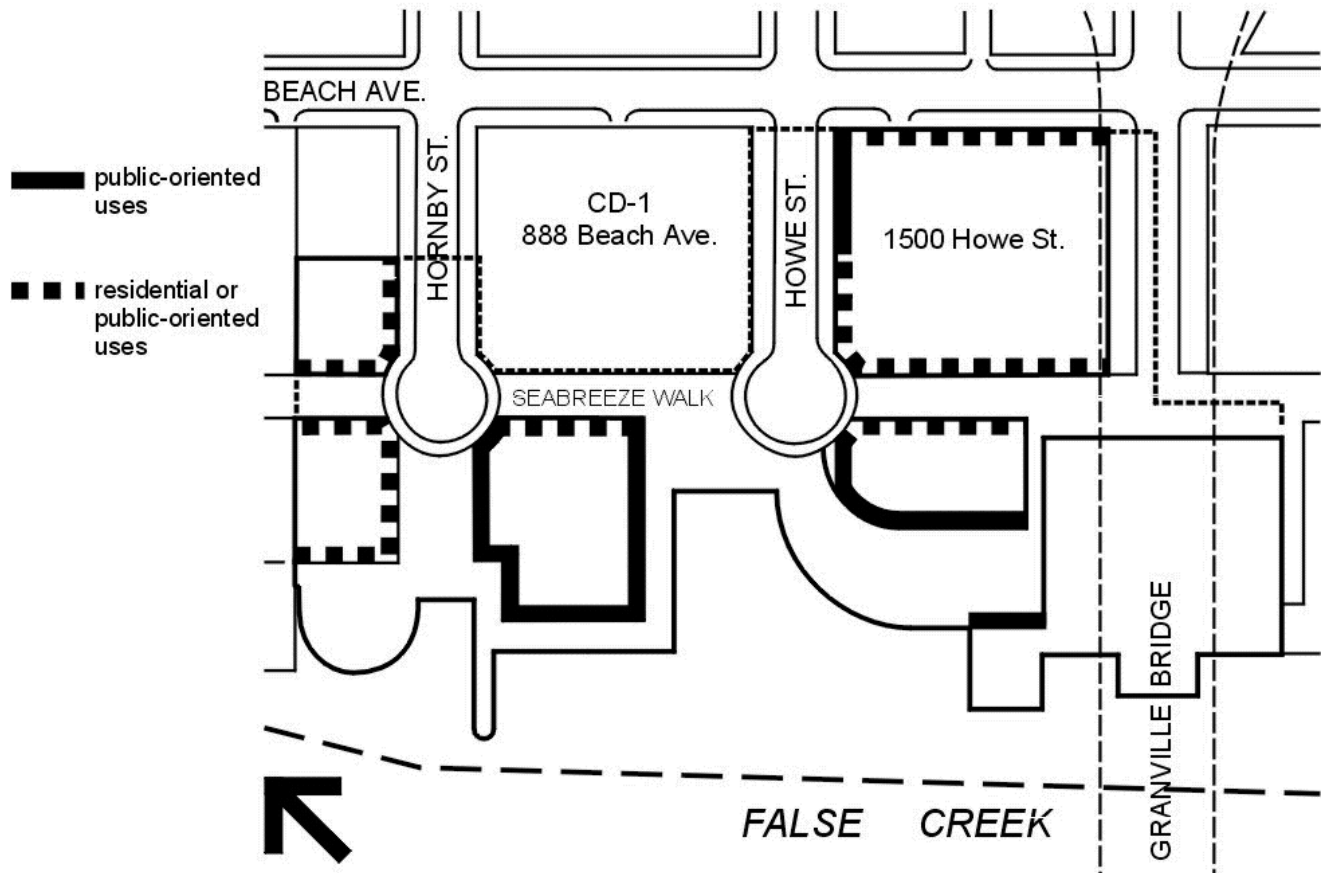
- 6.2.4 Any residential use may be approved for a hotel as an interim use.
- 6.2.5 Temporary Modular Housing is permitted, subject to the provisions of Section 11.31 of the Zoning and Development By-law. Temporary Modular Housing is not subject to any of the use or design provisions of this Official Development Plan.
- 6.2.6 Commercial uses other than hotels and restaurants shall only be permitted in a cellar, basement, first or second floors of any building.

6.2.7 Subject to Sections 6.2.1 and 6.2.3, public-oriented uses shall be required at grade level in all buildings where they adjoin streets and pedestrian ways as shown in Diagram 4.

Where residential use is permitted at grade level, the main entry and front door to the dwelling unit must face the public sidewalk and where possible be raised three steps above grade level. Dwelling units may not be stacked one above the other unless upper-floor dwelling units already exist. Front patios and sliding doors are not permitted.

6.2.8 Only commercial marine-oriented uses shall be permitted adjacent to the waterfront walkway or under the Granville Street Bridge.

**S.E. Granville Slopes Diagram 4
Grade Level Uses**

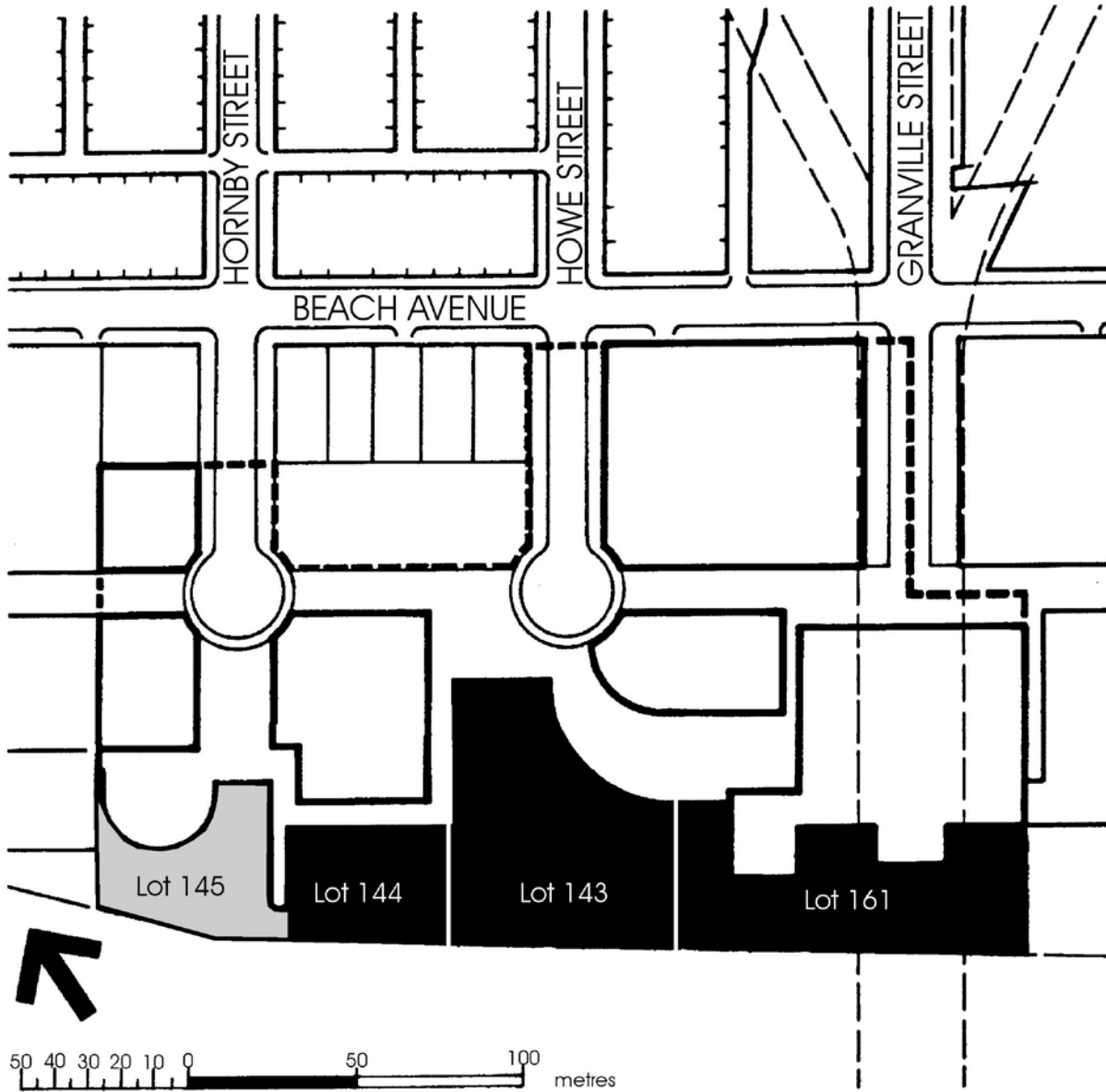


- 6.2.9 Marinas shall be permitted only within areas 1, 2 and 3 as shown on Diagram 5, except that marinas may be permitted on a temporary basis in areas 4 as shown on Diagram 5 provided that:
- (a) the Development Permit Board is satisfied that the use is temporary and the area will revert to open water in accordance with the long-term objectives and intent of this Plan; and
 - (b) any development permit issued shall be limited to one year in time.
- 6.2.10 Covered moorage, including boathouses, shall not be permitted within any marina, except for ferry or water taxi vessels.

Southeast Granville Slopes

Southeast Granville Slopes Diagram 5

Marina Facilities



-  Water Lot - Open Water
-  Water Lot - Permitted For Marina Use

6.2.10 Bed and breakfast accommodation shall be subject to the following:

- (a) a maximum of two bedrooms accommodating a maximum of four bed and breakfast guests may be permitted in a dwelling unit;
- (b) the provision of bed and breakfast accommodation shall not be permitted coincidentally with the keeping of boarders and lodgers; and
- (c) the operator of the bed and breakfast accommodation shall reside in the dwelling unit.

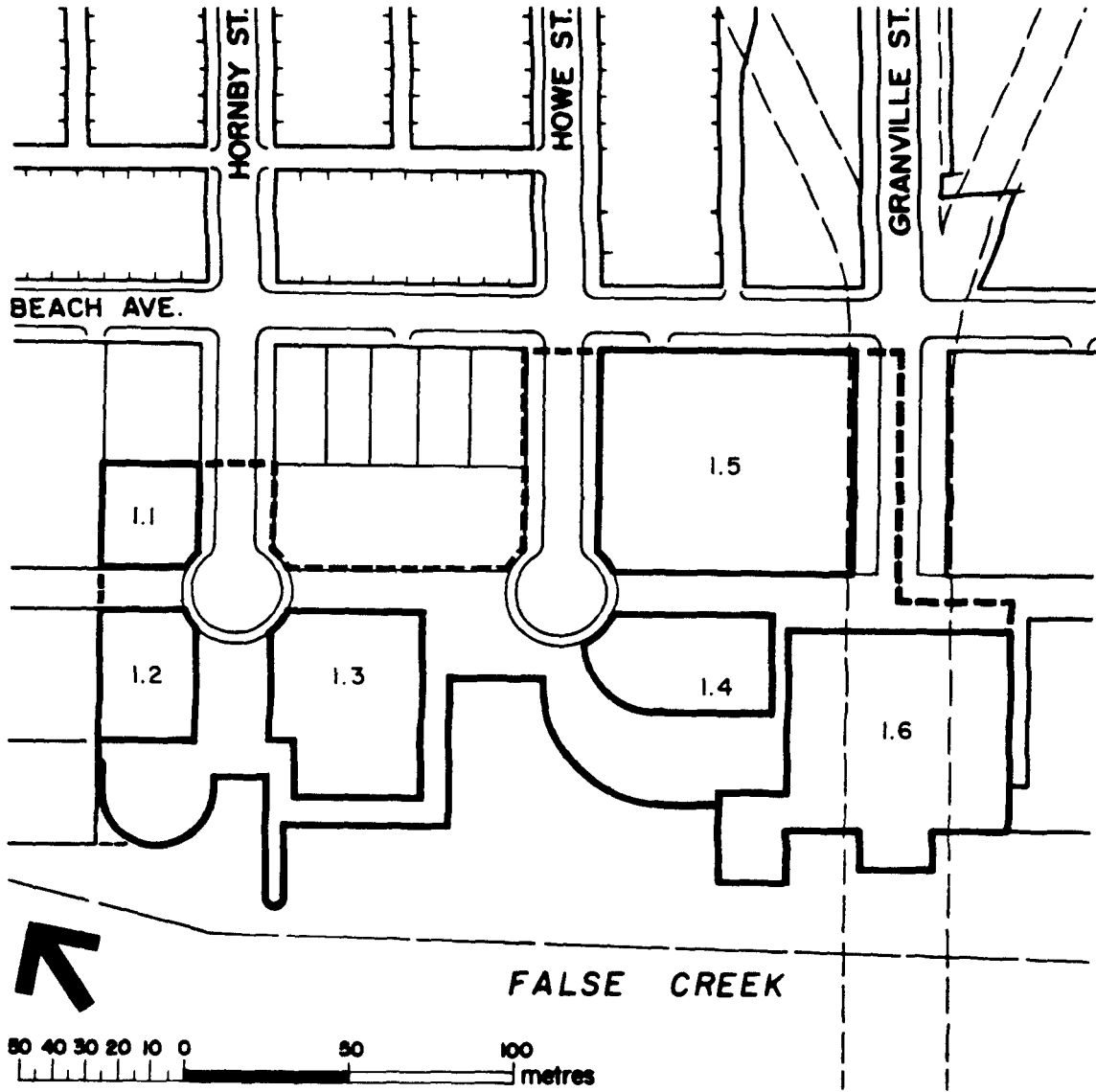
6.3 Density

6.3.1 The total development shall be subject to the following:

- (a) total development shall not exceed 50,724.0 m² (546,006.45 sq. ft.) of floor area as calculated for the purpose of computing floor space ratio (FSR), with floor space ratios allocated in accordance with Diagram 6; and
- (b) the maximum FSR permitted on an individual parcel may be increased or decreased by 20 percent by B.C. Place, subject to:
 - (i) the building limitations established by (a) above; and
 - (ii) the maximum floor area on parcel 1.3 shall not exceed 9,290 m² (100,000 sq. ft.).

Southwest Granville Slopes Diagram 6

Floor Space Ratio



Parcel	FSR	Parcel	FSR
1.1	4.5	1.4	3.0
1.2	3.0	1.5	4.5
1.3	3.6	1.6	1.11

6.3.2 The following shall be included in the computation of floor space ratio:

- (a) all floors having a minimum ceiling height of 1.22 m (4.0 ft.), both above and below ground level, to be measured to the extreme outer limits of the building.

6.3.3 The following shall be excluded in the computation of floor space ratio:

- (a) residential balconies and sundecks, and other features which are similar to the foregoing, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, and provided further that the total area of all exclusions does not exceed eight percent of the residential floor area being provided;
- (b) elevator shafts, laundry rooms and entrance lobbies providing the foregoing are ancillary to residential use;
- (c) patios and roof gardens;
- (d) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which, in the opinion of the Director of Planning, are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, provided that the maximum exclusion for a parking space shall not exceed 24 feet in length;
- (e) areas of undeveloped floors located above the highest storey or half-storey with a ceiling height of less than four feet, and to which there is no permanent means of access other than a hatch;
- (f) social and recreational amenities and facilities that are open to and primarily for the use of residents, tenants, and employees, provided that the area of such excluded facilities listed below does not exceed 20 percent of the allowable FSR or 929.0 m² (10,000.0 sq. ft) whichever is the lesser, the following being illustrative examples:
 - saunas
 - tennis courts
 - swimming pools
 - squash courts
 - gymnasiums and work-out rooms
 - games and hobby rooms
 - other similar related indoor uses of a recreational nature which contribute to social amenity;
- (g) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
- (h) for exterior walls in laneway houses and in one and two-family dwellings of three storeys or less with or without secondary suites, an area equal to the area occupied by the insulation thickness that exceeds the performance of the prescriptive thermal resistance (RSI value) requirement for exterior walls in the Building By-law, as verified by a Building Envelope Professional, to a maximum exclusion of 330 mm;
- (i) for exterior walls in residential buildings that are three storeys or less and classified as Group C buildings under the Building By-law, other than those buildings referred to in subsection (h):
 - (i) an area equal to the area occupied by the insulation thickness that exceeds the performance of the prescriptive thermal resistance (RSI value) requirement for exterior walls in the Building By-law, as verified by a Building Envelope Professional, to a maximum exclusion of 179 mm, and
 - (ii) an area equal to the area occupied by a rain screen system in a wall that exceeds 203 mm, as verified by a Building Envelope Professional, to a maximum exclusion of 152 mm;

- (j) for exterior walls in all buildings other than those referred to in subsections (h) and (i):
 - (i) an area equal to the area occupied by the insulation thickness that exceeds the performance of the prescriptive maximum effective thermal transmittance (U factor) requirement for exterior walls in the Building By-law, as verified by a Building Envelope Professional, to a maximum exclusion of 179 mm, and
 - (ii) an area equal to the area occupied by a rain screen system in a wall that exceeds 203 mm, as verified by a Building Envelope Professional, to a maximum exclusion of 152 mm; and
- (k) in buildings with commercial, retail or service use at grade, the area occupied by interior commercial kitchen exhaust shafts, to a maximum exclusion of 3.7 m² for each floor above the commercial, retail or service use.

6.3.4 Notwithstanding Section 6.3.1, and subject to prior approval by City Council, an increase in floor space ratio may be permitted on any site where a need for a public, social, cultural, educational, or institutional use or building has been demonstrated, subject to the following:

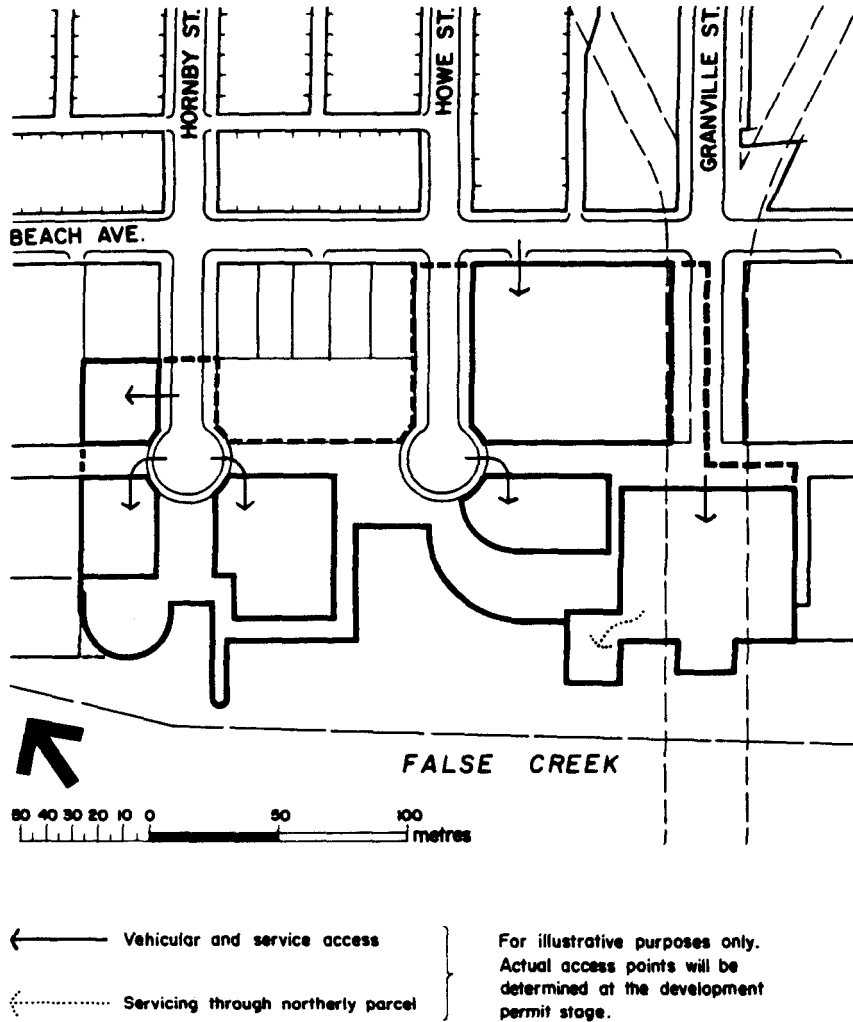
- (a) the area of such facilities does not exceed 20 percent of the allowable floor area or 929.0 m² (10,000.0 sq. ft.), whichever is the lesser;
- (b) in determining the increase in floor area or density that may be authorized, the Development Permit Board shall consider:
 - (i) the construction cost of the facility;
 - (ii) any costs to the developer of continuing maintenance required for the facility;
 - (iii) the rental value of the increased floor area;
 - (iv) the value of any authorized relaxation of other restrictions;
- (c) if appropriate, such facilities may be preserved in the public domain by way of a registered agreement and operated by the City or its delegates.

6.3.5 The following may be excluded in the computation of floor space ratio:

- (a) enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure subject to the following:
 - (i) the total area of all open and enclosed balcony or sundeck exlusions does not exceed eight percent for the residential floor area being provided; and
 - (ii) no more than fifty percent of the excluded balcony floor area may be enclosed;
- (b) Interior public space, including atria and other similar spaces, provided that:
 - (i) the excluded area shall not exceed the lesser of 10 percent of the permitted floor area or 6,000 square feet;
 - (ii) the excluded area shall be secured by covenant and right of way in favour of the City of Vancouver which set out public access and use; and
 - (iii) the Director of Planning first considers all applicable policies and guidelines adopted by Council.

6.3.6 Floor space excluded pursuant to sections 6.3.3 or 6.3.5 shall not be put to any use other than that which justified the exclusion.

Southeast Granville Slopes Diagram 7
Off-Street Parking and Vehicular Access



6.4 Off-Street Parking and Loading

Parking and loading shall be accessed generally as illustrated on Diagram 7. Subject to Sections 6.4.1 and 6.4.2, parking and loading facilities shall be provided and maintained in accordance with the provisions in Section 4.9 of the Parking By-law.

6.4.1 Off-Street Parking

Off-street parking shall be provided in accordance with the following requirements:

- (a) all off-street parking shall be located underground;

- (b) parking requirements for individual development parcels may be provided as part of a shared use facility, subject to the following:
 - (i) 80 percent of the required parking for residential use is located on a parcel not more than 35.0 m (114.83 ft.) from the development parcel, and 50 percent of the parcel requirements for all other uses is located on a parcel not more than 85.0 m (278.87 ft.) from the development parcel;
 - (ii) the off-site facility is located between the waterfront and Pacific Street and the eastern dripline of the Granville Street Bridge including the Seymour ramp and the western dripline of the Burrard Street Bridge; and
 - (iii) where provisions of (i) above are used to provide parking on an interim basis, arrangements shall be made to provide an acceptable method for securing a permanent parking supply;
- (c) the minimum parking requirements for each use within a parcel are identified in Table 1 below. Notwithstanding Table 1, a reduction in the total amount of parking spaces shall be permitted for mixed use developments;

TABLE 1

Use	Minimum Parking Requirement
Residential	1 space for each 68.0 m ² (731.97 sq. ft.)
Residential - Seniors	1 space for each 149.0 m ² (1,603.87 sq. ft.)
Commercial - Office	1 space per 85.0 m ² (914.96 sq. ft.)
Commercial - Marine-Oriented	1 space for each 190.0 m ² (2,045.21 sq. ft.) of site area used for warehousing or open boat storage and repair, plus requirement for commercial and residential use areas
Visitor Marina	1 space for each 5 berths

- (d) the maximum parking for Commercial - Office uses shall not exceed 1 space for each 79.0 m² (850.38 sq. ft.) of gross floor area.

6.4.2 Off-Street Loading and Service

Loading spaces shall be located within individual development parcel limits and shall be provided in accordance with Section 12 of the Zoning and Development By-law except as provided for in Table 2.

TABLE 2

Use	Minimum Loading Requirement
Hotels with associated uses	1 space for every 5 574.0 m ² (60,000.0 sq. ft.) of gross floor area of mixed use.

Section 7 Physical Form and Design Principles

7.1 (Reserved)

7.2 The following provisions shall apply with respect to external design:

7.2.1 Physical Form and Massing

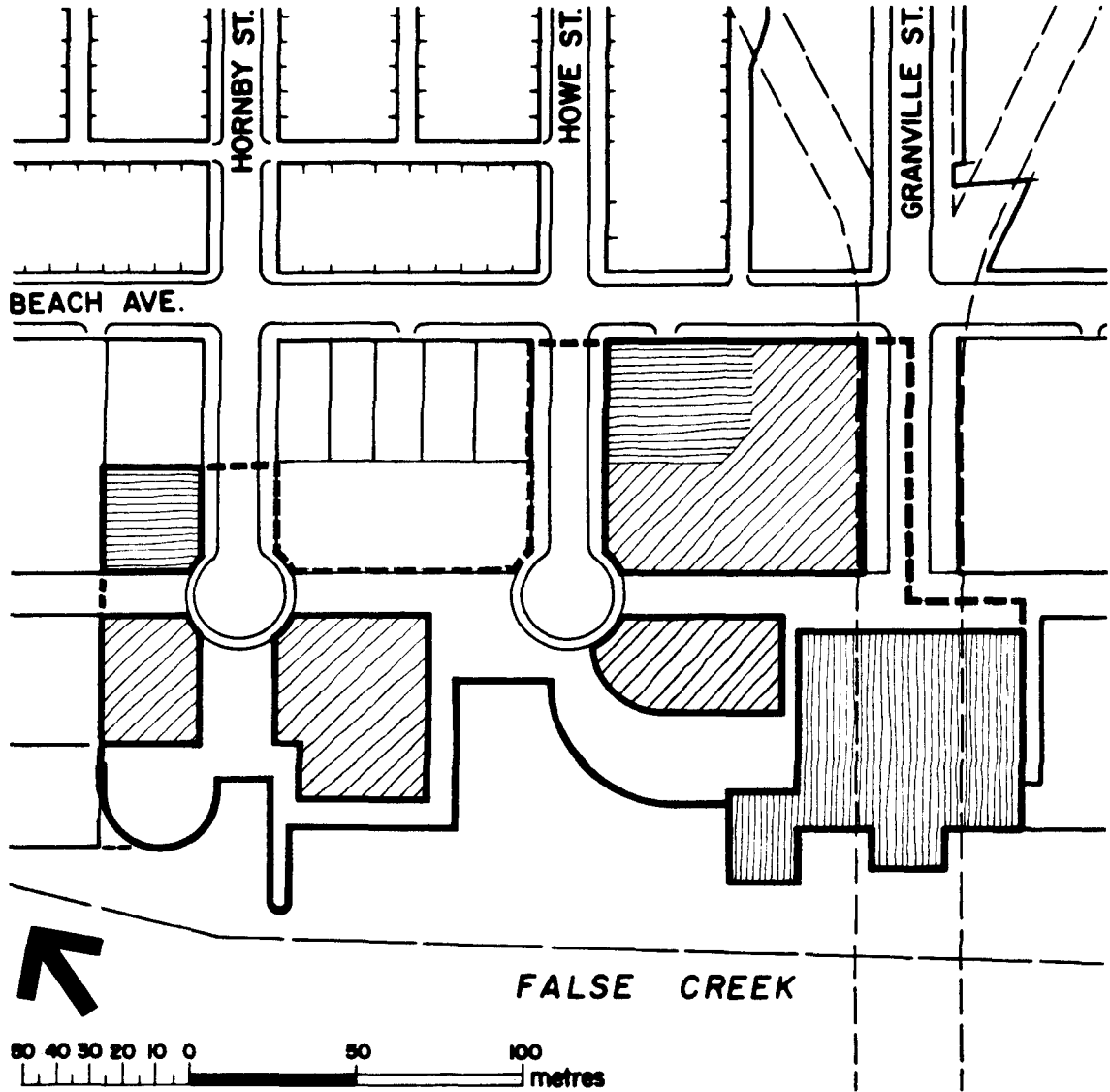
- (a) Southeast Granville Slopes Neighbourhood shall consist of three building height zones as generally illustrated on Diagram 8 and described below:
 - (i) a low-range height zone terracing down to the waterfront not to exceed 12.0 m (39.37 ft.) above the base surface;
 - (ii) a medium-range height zone stepping up from 12.0 m (39.37 ft.) above the base surface adjoining the waterfront walkway to 30.0 m (98.43 ft.) above the base surface; and
 - (iii) a high-range height zone within which building towers, measured above the base surface, shall not exceed 65.0 m (213.25 ft.) in the areas indicated on Diagram 8;
- (b) Building height on those parcels or portions thereof within 30.0 m (98.43 ft.) of the Granville Street Bridge shall not exceed adjacent bridge deck elevation;
- (c) Buildings over 30.0 m (98.43 ft.) in height shall have a configuration to diminish visual bulk and to enhance views through the development area from the north, east and west;
- (d) Building mass shall be encouraged to meet the property line generally as shown in Diagram 9;
- (e) Building mass shall be setback from parcel boundaries above 19.0 m (62.34 ft.) in height to provide for air and sunlight penetration to street level;
- (f) Notwithstanding (d) above, buildings may be permitted to setback from a build-to line in the following cases:
 - (i) where a setback is required to provide a small entrance lobby, pedestrian access through or to the interior of a site, or a gallery;
 - (ii) where residential uses are located on the ground or second floor, a setback of up to 3.0 m (9.84 ft.) shall be permitted to accommodate porches, steps, landscaping and other similar features which increase residential privacy through establishment of a semi-private domain; and
 - (iii) where a building adjoins an open space linkage, a setback may be permitted for the second and third storeys in order to achieve further separation between buildings;
- (g) With reference to Diagram 10, view objectives shall be as follows:
 - (i) From point 1, maintain a clear view of the span of Granville Bridge;
 - (ii) From point 2, maintain the panoramic view to the southwest, of Point Grey and English Bay above the deck level of the Burrard Bridge, south of the line extending from point 2 through the centre of Burrard Bridge;
 - (iii) From point 3, maintain the panoramic view of West Vancouver, Lighthouse Park, Bowen Island and English Bay above the deck level of the Burrard Bridge, south of the line extending from point 3 along the centreline of the central walkway;




These view objectives shall not be interpreted to reduce maximum floor space ratio, building height or massing, as otherwise permitted by this Plan;
- (h) Development adjacent to and under the Granville Bridge shall be designed to provide for proper operation and maintenance of the bridge.

7.2.2 Notwithstanding section 7.2.1 (a) (i), an increase in building height may be permitted to accommodate roof top use, provided that projections above the permitted building height do not, with the exception of railings provided for the purpose of safety, exceed one third of the width of the building or buildings as measured on any elevation drawings and do not in total cover more than 10 percent of the roof area on which they are located as viewed from directly above.

Southwest Granville Slopes Diagram 8

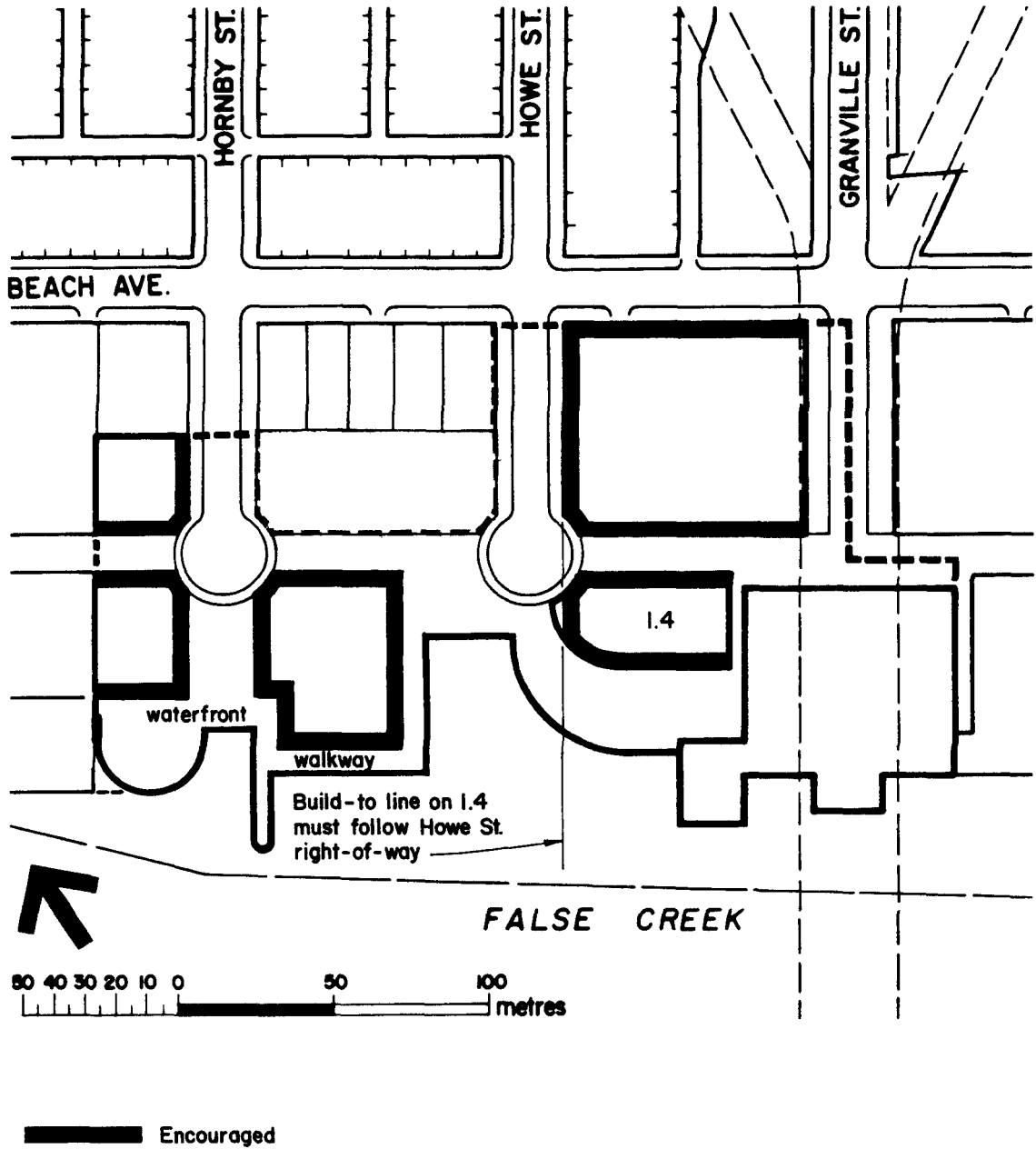
Maximum Building Heights



-  12.0 m (39.37') plus rooftop uses
-  30.0 m (98.43'), 12.0 m (39.37') at waterfront walkway
-  65.0 m (213.25')

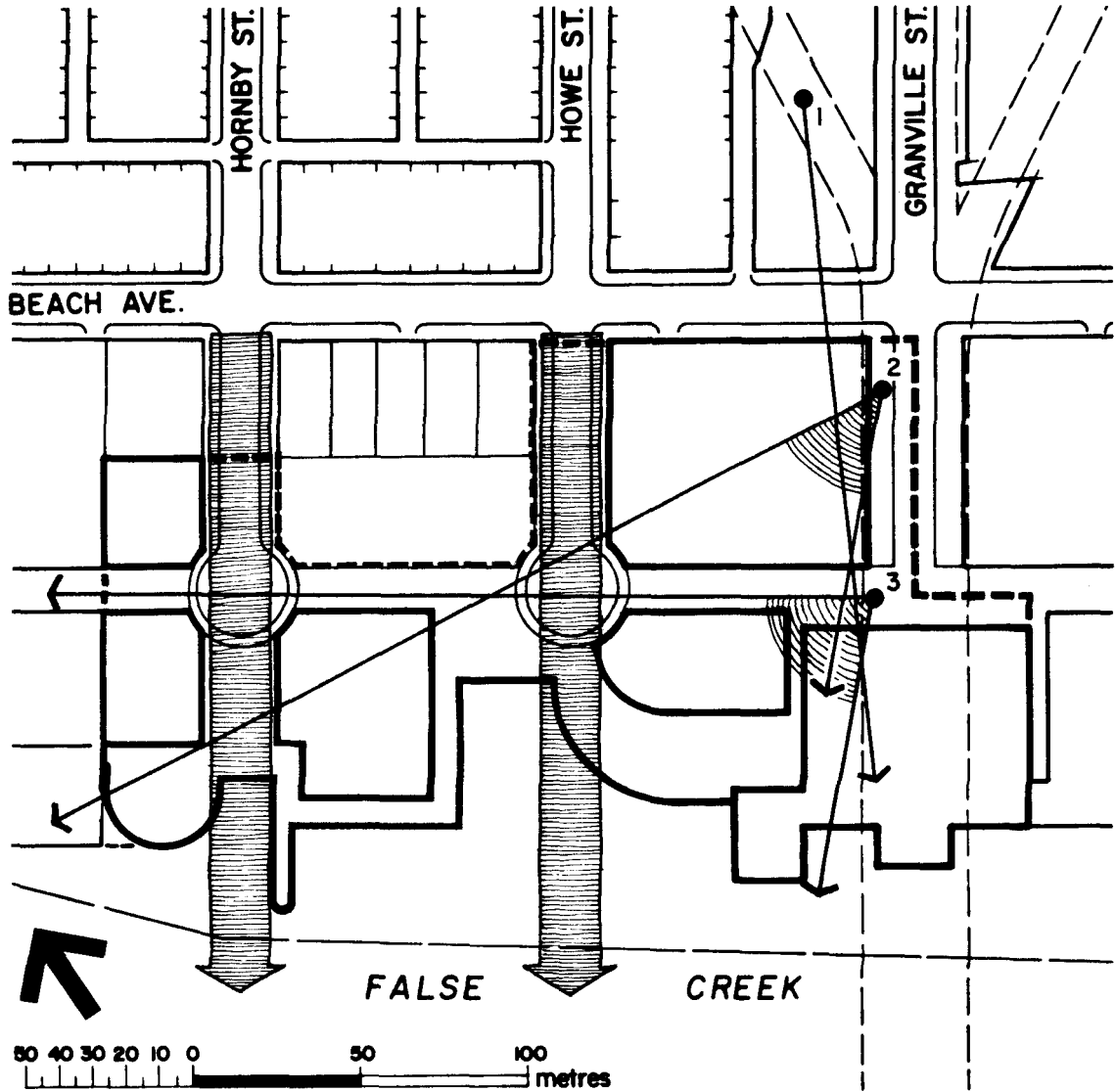
Southeast Granville Slopes Diagram 9

Build-to Lines



Southest Granville Slopes Diagram 10

View Preservation



- 1 From Howe Street on-ramp view of Granville Bridge
- 2 From Granville Bridge outward view unobstructed
- 3 From Granville Bridge level to Burrard Bridge level outward view unobstructed
- ← Street end views

7.2.3 Design at Grade

- (a) Direct access at grade from the abutting street shall be provided for public-oriented uses and for the principal entrance to all buildings;
- (b) Continued pedestrian interest shall be provided at grade, in all buildings where they adjoin a street or pedestrian way, with suitable design features of interest which may include the following:
 - (i) windows through which activity within the building is visible;
 - (ii) display windows;
 - (iii) individualized building facades for various building frontages;
 - (iv) small scale frontages for different uses;
 - (v) multiple entrances; and
 - (vi) landscaping, lighting, signage, and similar elements to distinguish uses and businesses within a building.

Section 8 Parks and Open Space

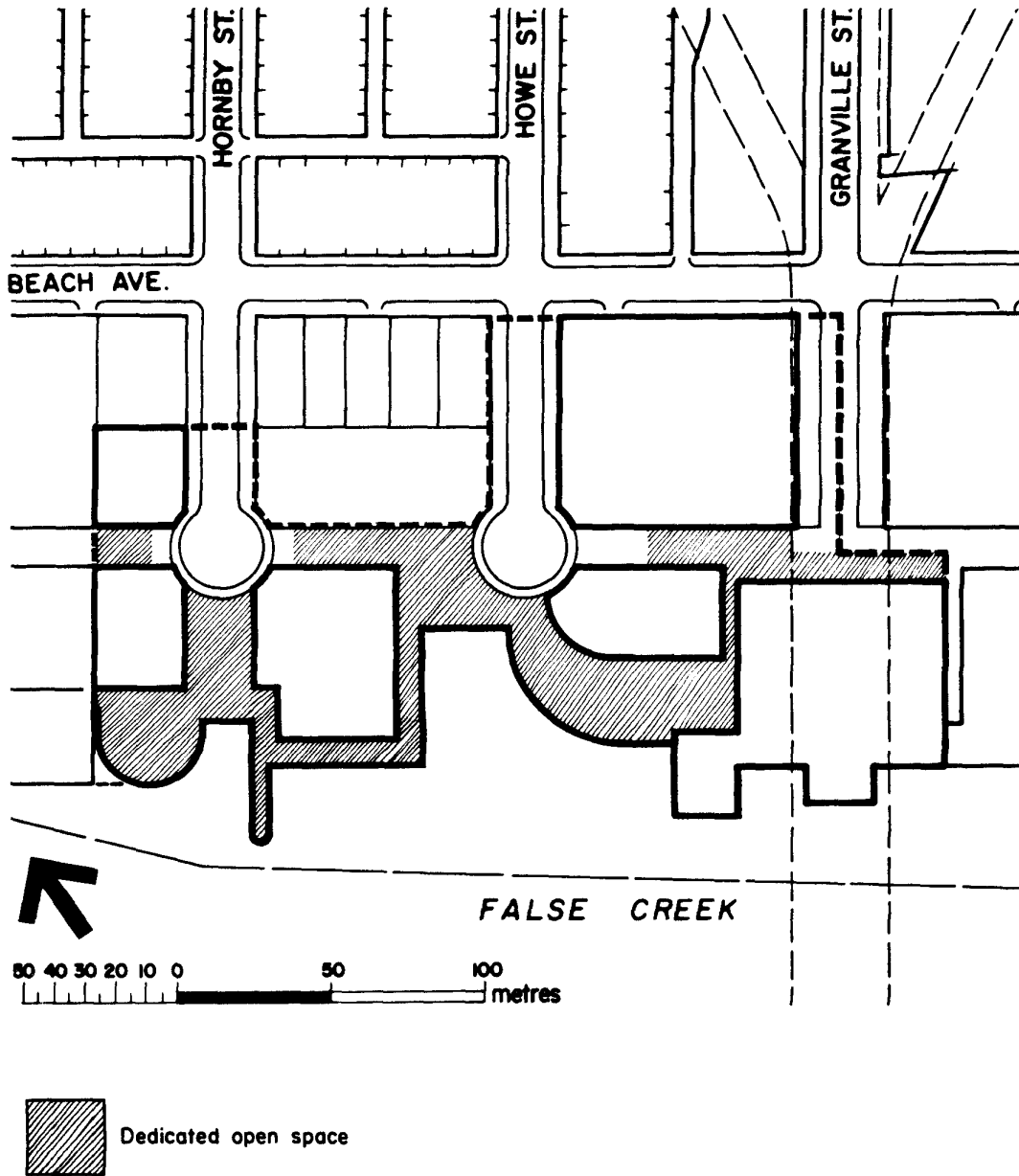
- 8.1.1 Dedicated public open space shall be not less than 20 percent of the gross land area and shall be provided in the approximate locations as shown in Diagram 11.
- 8.1.2 In determining the use and design of these public open spaces, reference shall be made to the B.C. Place Parks Open Space and Activities Program and the B.C. Place Open Space Design Guidelines and these spaces shall be adequately designed considering the following:
 - (a) configuration and continuity/linkages between spaces;
 - (b) surface treatment, which may include hard-surfaced landscaped areas;
 - (c) anticipated resident and employee needs;
 - (d) the relationship with adjacent buildings; and
 - (e) advice from the Board of Parks and Recreation.
- 8.1.3 Dedicated public open space shall include a waterfront walkway with a minimum 7.5 m (24.61 ft.) width.
- 8.1.4 Public open spaces may be designed and used for vehicular access provided such access is restricted to emergency/municipal service vehicles only.

8.2 Private Open Space

- 8.2.1 Individual developments may be required to provide landscaped private open space for the use and enjoyment of individual units or tenants.
- 8.2.2 The development of parcel 1.5, as shown on Diagram 3, shall include privately-owned open space, accessible to the public, equal to 25 percent of parcel area. This area may be plaza, garden, grassed areas, or hard-surfaced landscaped areas in amounts appropriate to the nature and scale of the development.
- 8.2.3 In considering the design of semi-private and private open space, reference shall be made to the B.C. Place Open Space Design Guidelines.
- 8.2.4 Public open space should be supplemented by providing private open space in individual buildings, including patios, balconies, roof decks, terraces and similar features of suitable design.

Southeast Granville Slopes Diagram 11

Public Open Space



Section 9 Community, Social and Recreational Facilities

9.1 Community Facilities

9.1.1 Adequate child day care facilities for both the under three and over three year old age groups are desired and these facilities may be provided in accordance with the provisions of section 6.3.4.

- 9.1.2 Additional community facilities designed to provide for physical fitness, social, cultural or recreational activities may be provided on individual parcels.

9.2 Private Facilities

- 9.2.1 Social and recreational amenities and facilities for the use of residents or employees in a specific building, shall be provided in accordance with the following:
- (a) in any development comprising residential use, a minimum of 0.93 m² (10.0 sq. ft.) per unit or 46.45 m² (500.0 sq. ft.), whichever is greater, shall be provided as indoor amenity space and shall be excluded from the computation of FSR;
 - (b) indoor amenity space required pursuant to (a) above may be provided on a collective basis on one or more other sites.

Section 10 Movement

10.1 Vehicular Access and Circulation

Vehicular access shall be provided via an extension of the existing city street grid on Hornby, Howe and Granville Streets generally as illustrated in Diagram 12.

- 10.1.1 The total street allowance for these dedicated streets shall be not less than 20.0 m (65.62 sq. ft.) with cul-de-sacs having a radius of not less than 15.0 m (49.21 ft.).
- 10.1.2 The streets should be designed and surfaced in a fashion that encourages the blending of pedestrian and vehicular areas without compromising the integrity of the clear intended use for each right-of-way. Streetscape design would be subject to review and approval by the City Engineer, who would have to be satisfied with the safety, operational, and maintenance characteristics of the proposed streetscape.
- 10.1.3 Emergency and municipal service vehicle access shall be provided as generally illustrated on Diagram 12.

10.2 Public Transportation

Vehicular public transit routes are not planned for the streets within the Southeast Granville Slopes Neighbourhood and public transportation services will be generally in accordance with Diagram 13. For the purpose of providing safe, convenient and attractive pedestrian linkages between the development and public transit systems, the following should be noted:

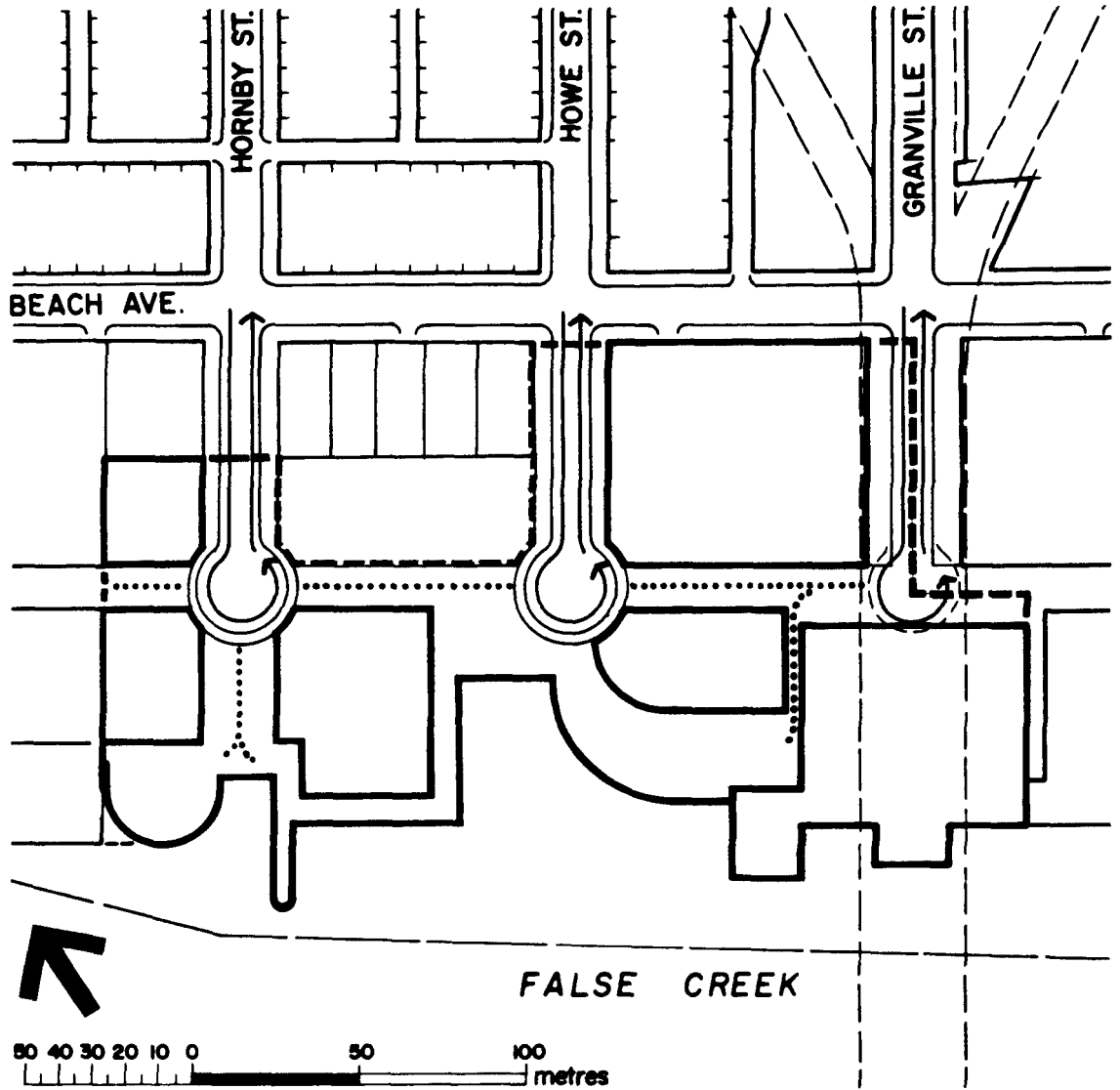
- (a) proposed ferry stop at the terminus of Hornby Street should be part of a comprehensive False Creek marine transportation system including ferries, water taxis and similar means of public water transport; and
- (b) consideration should be given to the future use of the Granville Bridge right-of-way for additional transit facilities such as ALRT, mini-rail, or other people movers.

10.3 Pedestrian Circulation

- 10.3.1 Pedestrian pathways and bicycle circulation routes shall be provided as illustrated in Diagram 14, and shall be accessible to the general public at all times.

Southest Granville Slopes Diagram 12

Principal Vehicular Circulation



- ← Principal vehicular circulation
- Emergency and municipal service access
- - - - Further dedication requirement

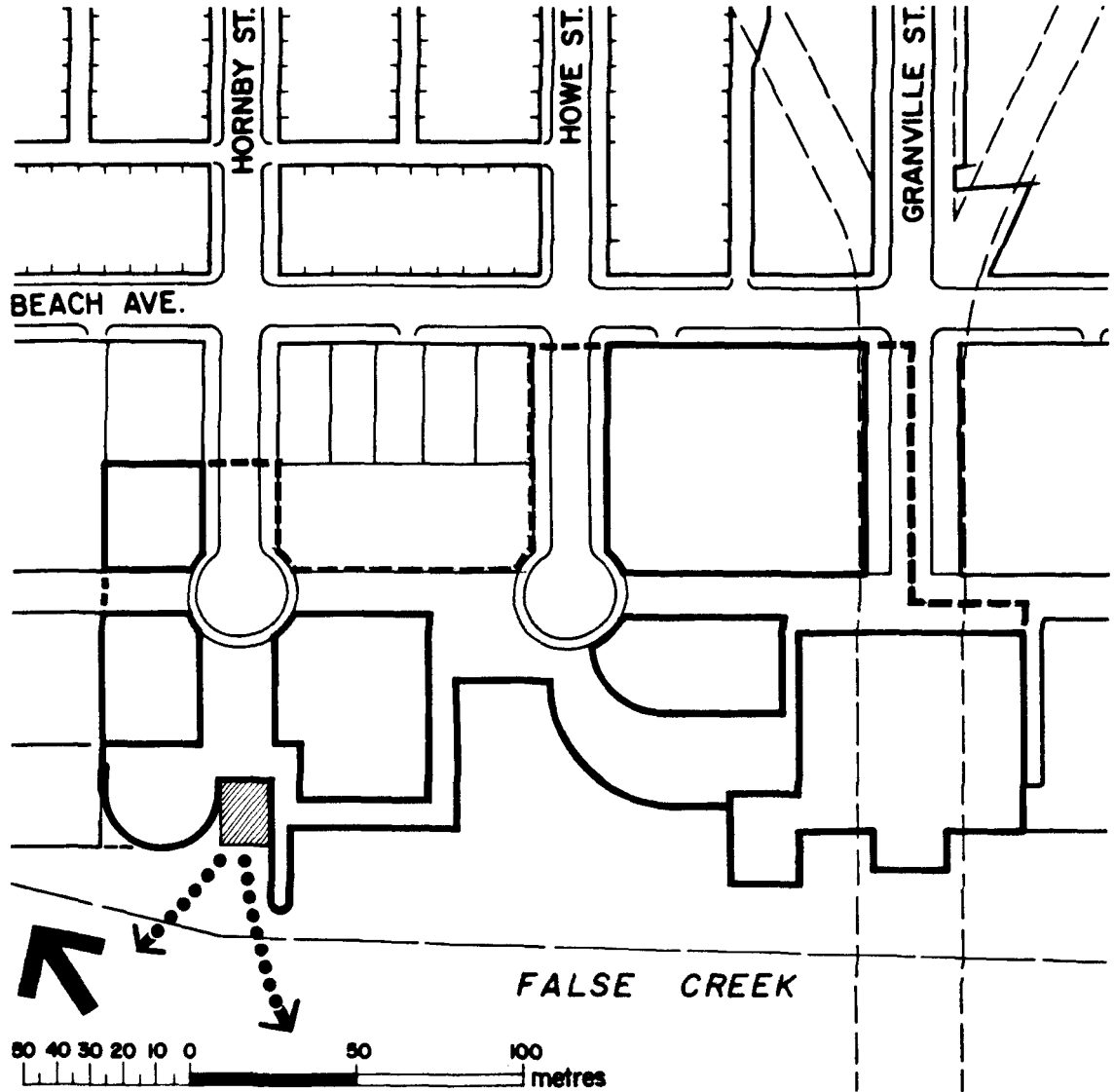
- 10.3.2 The pedestrian circulation system shall consist of:
 - (a) an east-west link along the waterfront via a waterfront walkway;
 - (b) an additional east-west link parallel to the waterfront from the Granville Street Bridge on the east and continuing through the site to the western border;
 - (c) treated sidewalks along Beach Avenue, Hornby and Howe Streets; and
 - (d) bicycle routes, providing east-west connections.

- 10.3.3 Consideration should be given to provision of vertical access to the Granville Bridge from the parcel identified as 1.5 on Diagram 3.

- 10.3.4 Pedestrian weather protection should be provided in the areas shown on Diagram 9 where the building mass extends to the parcel boundary adjacent to the pedestrian system.

Southeast Granville Slopes Diagram 13

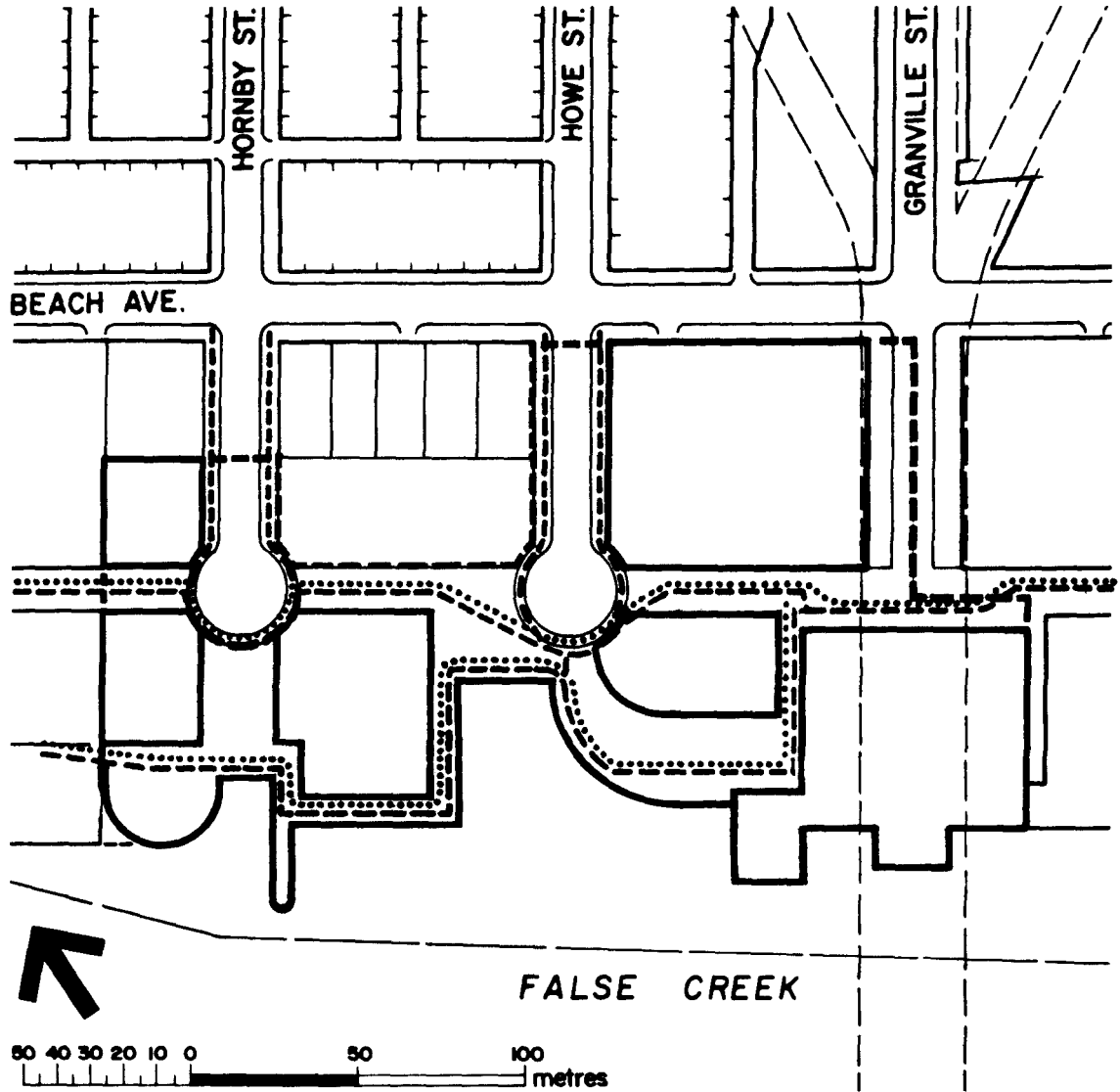
Public Transportation



●●●●➔ ferry route and stop

Southeast Granville Slopes Diagram 14

Pedestrian and Bicycle Circulation



----- Pedestrian

..... Bicycle

