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401 W GEORGIA STREET (COMPLETE APPLICATION)  
DP-2017-00119 - DD

TP/VK/LK

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

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

**Also Present:**

T. Potter, Urban Design & Development Planning  
V. Kopy, Development Services  
L. King, Development Services

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**APPLICANT:**

B + H Architects  
Attn: Bruce Knapp  
400 - 1706 W 1st Ave  
Vancouver, BC V6J 0E4

**PROPERTY OWNER:**

Oxford Properties Group  
Attn: AP 2263  
PO Box 129 - Stn. Adelaide  
Toronto, ON M5C 2J1

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**EXECUTIVE SUMMARY**

- **Proposal:** To develop a 9 storey office building over two levels of existing underground parking accessed from the lane and seeking a 10% increase in the Floor Space Ratio using a Heritage Density Transfer of 3,822 sq. m.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Building Review Branch Comments

Appendix D Plans and Elevations

Appendix E Applicant's Design Rationale

● **Issues:**

1. Parking;
2. Loading;
3. Building massing at courtyard; and
4. Amount of glazing on west elevation at flanking lane.

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

THAT the Board APPROVE Development Application No. DP-2017-00119 submitted, the plans and information forming a part thereof, thereby permitting the development of a 9-storey office building over two levels of existing underground parking accessed from the lane and seeking a 10% increase in the Floor Space Ratio using a Heritage Density Transfer of 3,822 sq. m., 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 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 other means acceptable to the General Manager of Planning, Urban Design and Sustainability and Director of Legal Services.

1.2 design consideration to revise the massing of the office tower as follows:

- a) Increase roof terrace at level 5;
- b) Eliminate roof terrace at level 8 south side;
- c) Align levels 5-9 inclusive at the south side;

**Note to Applicant:** The above design consideration is to improve the usable amenity area on level 5. This condition does not anticipate any reduction in the proposed overall FSR.

1.3 substantial compliance with the Parking By-law with respect to minimum parking spaces through any or all of the following means:

- a) payment-in-lieu (Parking Bylaw Section 4.12);
- b) provision of an off-site parking agreement (Parking Bylaw Section 4.6.2);
- c) provision of additional Class A bicycle parking spaces (Parking Bylaw Section 6.2A);

**Note to Applicant:** There is a shortfall of 39 parking stalls. Alternative means of meeting the by-law such as implementing an employee transit incentive program, provision of shared vehicles, or other innovative approaches, outlined in an updated traffic demand management plan may be considered subject to the review and satisfaction of the Director of Planning and the General Manager of Engineering Services (refer also to standard condition A.1.6).

1.4 design development to provide loading spaces and enhancements to existing loading spaces compliant to the Parking By-law as follows:

- a) design development to provide two Class B loading spaces to serve the new development that are proximate to the elevator core of the new office building (see standard condition A.1.5);
- b) provision of Class A loading as outlined in Table 4.5 of the provided Transportation Review, including five (5) Class A loading spaces serving the existing tower, and three (3) Class A loading spaces serving the proposed tower;
- c) reinstatement/restoration of the loading spaces of the existing building to meet minimum vertical clearance requirements; and

**Note to Applicant:** The loading for the new building is circuitous and needs to be conveniently linked to the proposed office and retail facility.

- 1.5 design development to confirm that the extensively glazed west elevation of the proposal meets the Vancouver Building By-law, or, alternative means. In the alternative, a revised design should be provided if the amount of glazing is not feasible in terms of meeting V.B.B.L. requirements.

**Note to Applicant:** Further design development conditions may occur in the event that a substantial departure from the proposed west elevation be necessary.

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

• Technical Analysis:

Technical Analysis										
Technical review for:					401 West Georgia Street					
Permitted / Required:					Proposed:					
Site Size										
Site Area	5,460.00 m <sup>2</sup>					5,460.00 m <sup>2</sup>				
Use	Commercial - office / retail					Commercial - office / retail				
FSR <sup>1</sup>	7.00					7.70				
Floor Area	Area	38,220.00 m <sup>2</sup>			Total	42,041.74 m <sup>2</sup>				
	Heritage Density 10%	3,822.00 m <sup>2</sup>			Existing Tower:	27803.49 m <sup>2</sup>				
	Total:	42,042.00 m <sup>2</sup>			Proposed:	14238.25 m <sup>2</sup>				
	Max open balcony	4,586.40 m <sup>2</sup>			Open balcony	- m <sup>2</sup>				
	Min. Amenity Area (Per Covenant)	240.52 m <sup>2</sup>			Amenity	270.13 m <sup>2</sup>				
Height	Point A	91.4 m			Point A	42.96 m				
					(To top of Mechanical Roof Parapet)					
	# of Storeys	9			# of Storeys	9				
Parking <sup>2</sup>	<b>Commercial:</b>					<b>Commercial:</b>				
	Min.	290			Standard	217				
	Max.	366			Small	18				
	Disability	18			Disability	8				
	Max. Small car (25%)	72			2 for 1 Disability Bonus	8				
	Visitor:	0			Visitor:	0				
	Car Share:	0			Car Share:	0				
	Visitor				Visitor					
					Total	251				
<b>Note:</b> Existing building approved 305 Parking spaces under DP93185.										
Loading <sup>3</sup>	Class	A	B	C		A	B	C		
		6	5	0		8	1	0		
	Total	6	5	0		8	1	0		
Bicycle <sup>4</sup>	class	A			B	Class	A			B
		min.	Max.	Min.		min.	Max.	Min.		
		H	V	L		H	V	L		
	Residential	42	25	17	12	Residential	62	23	0	12
Total	84			12	Total	85			12	

**Notes:**

<sup>1</sup> **Notes on Floor Area:** This site falls under the C1 density area which permits up to 7.0 FSR. The overall FSR for this site including the existing 22 storey tower, 1 storey financial institution building and proposed 9 storey Office / Retail building is 7.7 FSR. A heritage density transfer will be required to achieve the additional 10% FSR. Clarification of existing, non-documented, floor area on the 2<sup>nd</sup> and 23<sup>rd</sup> level of the existing tower is requested per standard condition A.1.1.

<sup>1</sup> **Note on Amenity:** There is a Covenant (L64206) registered at Land Titles which requires the buildings of this site to provide a minimum 2,589 ft<sup>2</sup> (240.52m<sup>2</sup>) of amenity space which shall be developed to provide specific facilities as laid out in the document. Most recent records (DE402401) place 1,360.17 ft<sup>2</sup> of this amenity on the 4<sup>th</sup> level of the existing tower and 1,606.32 ft<sup>2</sup> on the ground level of the existing building being demolished. Refer also to standard condition A.1.2 for the provision of amenity.

<sup>2</sup> **Notes on Parking:** DP93185 approved 305 parking spaces for a development with an overall FSR of 5.0. The proposed development requires a minimum of 290 and a maximum of 366 parking spaces per section 4.3 of the Parking By-law. The existing 2 level underground parking garage will remain and be modified to support the proposed development. In doing so, the parking spaces will be reduced to 251 spaces. Refer also to recommended condition 1.3 and standard condition A.1.6 regarding parking for this site.

<sup>2</sup> **Note on Disability Parking:** DP93185 approved 1 disability space. By today's Bylaw, 18 disability spaces are required. Provision of additional disability parking spaces is requested per standard condition A.1.4.

<sup>3</sup> **Notes on Loading:** DP93185 approved 6 Class B loading spaces and Minor Amendment DE402531 allowed alterations which reduced Class B Loading spaces to 5. The proposed development has provided 1 Class B Loading space in compliance with Section 5 of the Parking By-law and 2 Class B loading spaces that can be modified to comply with the Parking By-law. In consultation with Engineering Services, it is requested that 2 additional Class B Loading spaces be provided and be proximate to the proposed 9 storey building. See recommended condition 1.4 and standard condition A.1.5. Class A loading spaces shall be located in close proximity to elevator access for each building and be distributed per the Transportation Review. Class A loading spaces shall comply with the parking By-law.

<sup>4</sup> **Notes on Bicycle Parking:** Provision of 20% Bicycle Lockers is required. Electrical outlets must also be provided per Section 6 of the Parking By-law. See standard condition A.1.7.

• **Legal Description**

Lot: C, Except in Part in Explanatory  
 Plan 16669  
 Block: 45  
 District Lot: 541  
 Plan: 19442

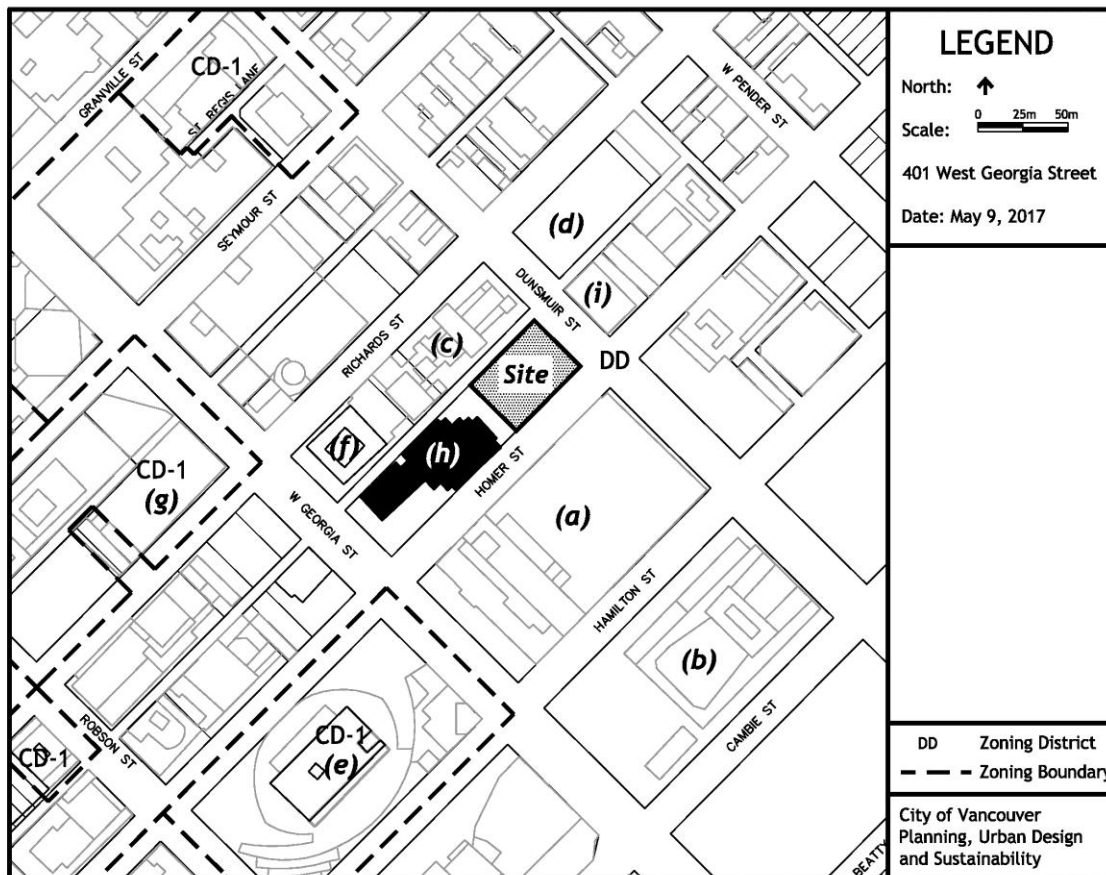
• **History of Application:**

17 02 02 Complete DE submitted  
 17 04 05 Urban Design Panel  
 17 05 17 Development Permit Staff Committee

• **Site:** The site is a double fronting corner site located between West Georgia and Dunsmuir Streets at Homer Street, next to the Holy Rosary Cathedral.

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

- (a) Post Office building, 495 W Georgia
- (b) Queen Elizabeth Theatre, 650 Hamilton Street
- (c) Holy Rosary Cathedral, 646 Richards Street
- (d) Cathedral Square Park, 566 Richards Street
- (e) Vancouver Main Library, 350 W Georgia Street
- (f) Office Tower; 475 W Georgia Street
- (g) Telus Gardens, 510 W Georgia Street
- (h) Existing Office Tower, 401 W Georgia Street
- (i) Four storey mixed use building, 411 Dunsmuir Street



• **Background:**

The site currently has on it an existing 22 storey office building, built in 1986, a 1 storey Bank of Montreal on West Georgia Street and a 1 storey, mostly vacant, retail pavilion on Dunsmuir Street all connected by a 2 storey below-grade parking structure.

The proponents are seeking to revitalize an underperforming area of the site, to construct an infill office building in addition to enhancing the public realm design for the site.

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

1. *Downtown Official Development Plan (updated May 2016);*
2. *DD (Except Downtown South) Character Area Descriptions (December 2003); and*
3. *The Metro Core Jobs and Economy Land Use Plan (2005);*

1. Downtown Official Development Plan:

The Downtown District (DD) is the regional centre of commercial development containing the greatest concentration of the working and shopping public within the region. The intent of the Official Development Plan, and its guidelines, include some of the following:

- a) To improve the DD and create an attractive place to live, work, shop, and visit;
- b) To ensure that buildings meet the highest standards of design and amenity;
- c) To encourage people to live in the DD;
- d) To encourage transit usage, discourage automobile journeys to work; and
- e) To create a distinctive public realm and unique streetscape design in the DD

Use, Density, and Height

In terms of land use, the site falls in area C1 of the ODP which permits the following uses:

- a) Hotel;
- b) Light industrial;
- c) Office Commercial;
- d) Other Commercial;
- e) Parking area and Parking Garage;
- f) Parks and Open Space;
- g) Public and Institutional;
- h) Retail Commercial; and
- i) Social, Recreational and Cultural, including Casino

The density allowable in area C1 is a floor space ratio (FSR) of 7.00. Notwithstanding, the Development Permit Board, pursuant to the ODP, may allow an increase in the FSR resulting from a transfer of heritage floor space to a maximum of 10% over the total permitted floor space ratio.

The site falls in area 5 of the ODP with respect to height criteria. The basic maximum height for the site is 91.4 m; however, the DP Board may increase this maximum height to no more than 137.2 m subject to view cone limitations and shadow performance.

2. *DD Character Area Descriptions*

Under the DD Design Guidelines, that site falls under Character Area “E- The Core”. This area is intended to grow as a strong Downtown focus taking advantage of its central location and its development momentum. The guidelines seek to reinforce high-density office and hotel use. Emphasis

is also placed on providing ground floor retail, landscape, and public realm with a view to maintaining pedestrian interest and amenity.

### 3. *The Metro Core Jobs and Economy Land Use Plan*

The Metro Core Jobs and Economy Land Use Plan was a major planning initiative launched by Council in 2005 to develop a long term land use plan to accommodate the future economy and jobs in the Metropolitan Core of Vancouver. The Metro Core extends from 16th Avenue north to the Burrard Inlet, between Clark Drive on the east and Burrard Street on the west. The Metro Core accommodates 2/3 of the jobs in the city, and has approximately twice as many jobs as any other Lower Mainland municipality in its entirety. The result is that the Metro Core is the region's business and cultural centre, with a high concentration of the professional and business services that one would expect as Greater Vancouver's "downtown". This vision of the Metro Core as a diverse, economically vibrant, sustainable and competitive business and cultural centre has been affirmed at the regional level, through the Livable Region Strategic Plan, and at the city level, through policy such as CityPlan and the Guiding Principles for Economic Development in the City of Vancouver. These policies affirm the desire to maintain the Metro Core as the predominant job and cultural centre in Greater Vancouver.

The Metro Core Jobs and Economy Land Use Plan seeks to ensure that there is sufficient job space within the City's zoning to allow for job and economic growth over the next 25 years.

#### ● **Response to Applicable By-laws, Policies and Guidelines:**

##### **Use:**

The proposed uses, office space, and ground oriented retail are strongly supported by policy objectives of the Central Business District. Job space that is well served by transit will be a welcome addition to the site.

##### **Density:**

The proposed density, inclusive of the 10% Heritage Density transfer, is supportable based on the following considerations:

- a) the proposal responds well to the scale and heights of adjacent sites;
- b) the shadow performance is favorable;
- c) the site provides generous public space along the colonnade and within the newly created courtyard; and
- d) the building massing has been clearly informed by existing, neighbouring buildings.

The above noted considerations are further expanded upon in the subsequent paragraphs.

##### **Height, Massing and Form of Development:**

The proposed height of 42.96 m (104.94 ft.) measured from the base surface of the site is well within the height prescribed in the DD ODP. The site is subject to 2 view cones including: E1 and 9.1. The proposed height is below these view cone parameters; no public views, therefore, are affected through the proposal. In terms of the response to the streetscape, and the compatibility with the context, the proposal is representative of a careful study of the existing buildings that surround the site. The shifts in the building massing, floor plate clusters, are derived from various heights of 411 Dunsmuir, the Post Office and the Holy Rosary Cathedral. Figures 1 and 2, below, delineate schemes at 7.0 and 7.7 FSR, with the dotted line showing the proposed massing at 7.7 FSR.



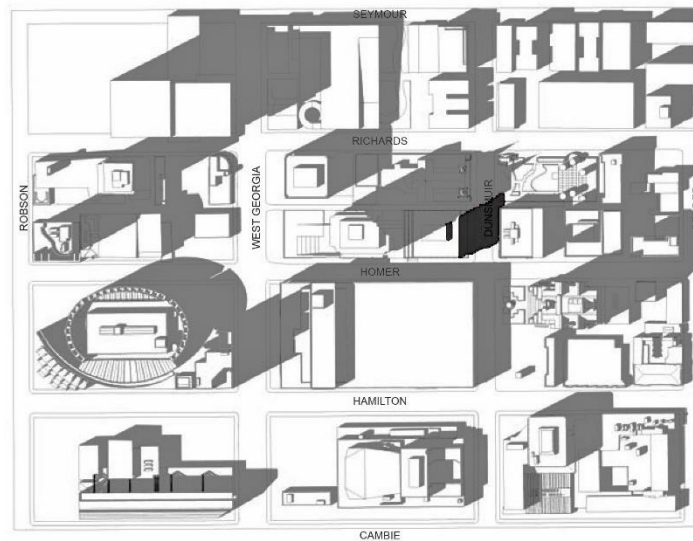


Figure 1: Comparative of 7.0 FSR shown, and 7.7 massing shown in red dashed outline.



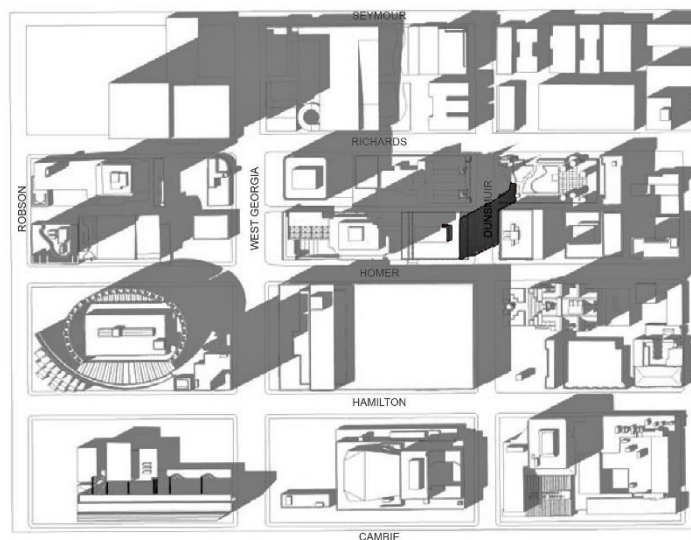
Figure 2: Proposed massing (at 7.7 FSR) relative to existing context.

Comparative shadow studies were undertaken by the proponent and reviewed by staff. The transfer of an additional 10% (3,822 sq. m.) will result in an additional 12 m in height, and two stories to the proposal (the difference between 7.0 FSR and 7.7 FSR). Staff reviewed the incremental shadow impact caused by the additional proposed two floors and concluded that the impacts to the Cathedral Square Park are not significant.



Vernal Equinox (March 21) | 2pm

Figure 3: Shadow study of 7.0 FSR massing



Vernal Equinox (March 21) | 2pm

Figure 4: Shadow study of 7.7 FSR massing

The expression of the building has also been informed by the context in terms of its materiality and the scale of the openings. In general, the scale of the window system in terms of how the mullions and muntins break down the scale is effective. Staff support the ability for windows to be operable to offer fresh air to office users. The amount of glazing is supported however staff are seeking confirmation that the design of the west elevation, in terms of the amount of glazing used, can be upheld by V.B.B.L. requirements with respect to limiting distance (see recommended condition 1.5).

#### Public Realm and Open Space:

The frontage along Dunsmuir Street is generously set back from the street and provides a covered area for people to gather, meet, or seek cover from inclement weather. Between the proposed new office building and the existing office tower a landscape courtyard is proposed. This space will provide relief from traffic and noise from Dunsmuir and/or Georgia Streets. The design should, in any event, be mindful of ensuring that sun exposure is optimized, and plantings are selected accordingly. The office

floors are well apportioned having outdoor terraces at level 5 and 8. In terms of this staff suggest a possible shifting in the floor plates to increase the roof terrace area on level 5 (see recommended design consideration 1.2)

**Parking and Loading:**

The proposal will use the existing parking structure subject to some of it being altered, renovated and adjusted to accommodate the new office tower core, and structure. The decision to renovate and make use of the existing parking structure has resulted in a current shortfall of the overall parking count of 39 spaces. Staff recommend meeting the Parking By-law and will review and consider alternative means of compliance (see recommended condition 1.3). The loading for the new office building is substantially reliant on the loading of the existing office building. Staff have reviewed this aspect of the design and have concerns that the proposed new office building will be underserved, and that the use of the loading at a distance from the new tower will be circuitous, impractical, and problematic. Further to this, staff have requested that adequate loading, Class A and B, be provided for the new office building (see recommended condition 1.4).

• **Conclusion:**

Staff have reviewed the application and find that the proposed, density, massing, and height is an appropriate response to the site. Staff recommend approval of the proposal subject to meeting the recommended conditions of approval contained in the report.

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on April 5, 2017, and provided the following comments:

**EVALUATION: SUPPORT WITH RECOMMENDATION**

**Introduction:** Tim Potter introduced the proposal for a Development application of a mixed use building including:

- a) an Office space; and
- b) Commercial retail;

The site is located on West Georgia at Homer and also fronts Dunsmuir, next to the Holy Rosary Cathedral and is zoned under the Downtown District Official Development Plan (DD ODP) having an allowable density of 7. The proposal is seeking a 10% Heritage Density Transfer for a total of 7.7 FSR.

Mr. Potter took questions from the Panel.

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

1. Please comment on the following aspects of the building design:
    - a. The relationship of the proposed building to its context;
    - b. The success of the architectural materials and expression;
  2. Please comment on the overall success of the Landscape design of the following:
    - a. the plaza,
    - b. street edges;
    - c. roof terraces, and garden spaces.
  3. Is the overall density and height supportable?
- **Applicant's Introductory Comments:** The applicant team noted that the articulation of the massing of the building is comprised of horizontal shifts of three groupings of floor plates. The

intention is to make the building more accessible with terraces and a court yard space between the buildings. The design is more of a loft-like building with operable windows. The lobby has a café, and along the frontage is a colonnade that provides partial enclosure. The cherry blossom trees will be retained. Bike access is maintained off the courtyard. There are formal gestures in the massing in terms of framing the spire of the cathedral. No new parking is contemplated for the proposal. The services include the chilling system, and loading bays will be re-configured with the existing tower because there is synergy between the two structures.

The vertical rhythm in the massing, and fenestration are intended to respond to context in the area. The proposed density is an important element of the economic viability of the building.

The existing entrance and exit is being kept. Additional trees are proposed on Dunsmuir Street. The building is LEED Gold.

The applicant team then took questions from the panel.

- **Panel Consensus:** Having reviewed the project it was moved by Mr. Wen and seconded by Ms. Spoelstra, and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT the project with the following recommendation to be reviewed by City staff:

- Rooftop access should be considered for the building

**Related Commentary:** The panel noted that it is a welcome densification of the downtown core. It responds well to the urban context. The way it relates to surrounding architecture is good, and the material expressed like wood will look good. The views should be kept open on the site (keep the grades open). The simplicity and boldness of the building is appreciated.

The building will create a lot of shade, so keep that in mind landscape wise. The project should be more than LEED Gold. Shading devices are recommended to help the building performance. Carefully consider the building services and where they are placed. Servicing the generator and exhaust should be considered.

- **Applicant's Response:** The applicant team thanked the panel for supporting a new kind of building such as this project.

## ENGINEERING SERVICES

Engineering staff have concerns about the proposed parking and loading; see commentary on applicable Bylaws, policies and guidelines for a detailed description of concerns. Recommended conditions 1.3 and 1.4 and standard engineering condition A.2.2 address parking and loading concerns.

Staff have identified the Georgia and Homer corner for a Public Bike Share (PBS) Station; staff will work with the applicant to locate the 19m x 4m PBS footprint within the existing public realm, but some adjustments to treatments, stairs, or landscaping may be necessary (see standard engineering condition A.2.5).

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

## BUILDING REVIEW BRANCH

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Building Review Branch staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements. Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

## NOTIFICATION

Two site signs were placed on the site on March 21, 2017, one facing Dunsmuir Street and the other facing Homer Street. On March 21, 2017, 4,146 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the City's website. The postcard and the development application materials were posted online at [vancouver.ca/devapps](http://vancouver.ca/devapps). At the time of this report, six responses have been received from our postcard/site sign notification. In summary 1 respondent requested more information, 2 respondents support the project, and 3 respondents expressed concerns noted below:

**Lane Activity:** A respondent expressed concerns regarding deliveries at the lane blocking access to the Holy Rosary Cathedral.

**Staff Response:** Staff have recommended conditions to improving the proposed loading. Several of the existing loading bays currently do not meet vertical clearances; furthermore, the proposal to use the existing loading bays to serve the new building does not provide direct access to loading. Therefore, conditions to address the size and location of Class A and Class B loading have been included to provide sufficient and proximate loading for both the existing and proposed building.

**Building Design:** A respondent expressed concerns the building will block site lines to the Holy Rosary Cathedral for pedestrians walking along Dunsmuir Street. Recessed storeys on the upper building levels were suggested to improve site-lines to the Cathedral. It was also requested that open spaces in the area be kept and concerns were noted that the proposed building will enclose more space.

**Staff Response:** The proposed development will represent a change to views to the existing Holy Rosary Cathedral. These views and sitelines exist at present because the site has been underdeveloped for many years. Having said that, the proposed development does step back upper floors and has established datums for this to respond to the Cathedral, its scale, and sitelines towards it.

**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 Downtown Official Development Plan it requires decisions by both the Development Permit Board and the Director of Planning.

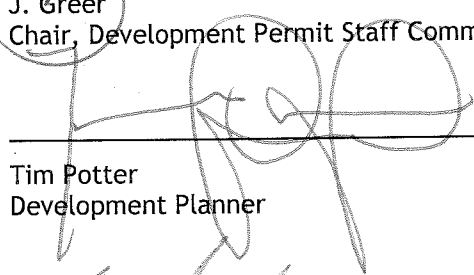
With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

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 parking. The Staff Committee does not support the relaxations proposed, as outlined in the proposed conditions of approval but supports options for compliance as noted in recommended condition 1.3.



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J. Greer  
Chair, Development Permit Staff Committee



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Tim Potter  
Development Planner



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Vaughan Kopy  
Project Coordinator

Project Facilitator: Lisa 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 clarification of un-documented floor area on level 2 and level 23 of the existing tower building;

**Note to Applicant:** Level 2 shows mechanical rooms that have not been documented and level 23 appears to have included the area where a mechanical screen was initially proposed. Please confirm these are actual FSR inclusions.

A.1.2 provision of amenity space as required by the “Modification” and Priority Agreement filed at Land Title Office under BL246455 and BL246456;

**(Note to Applicant:** The amenity space must consist of specific facilities laid out in these agreements and be illustrated on the plans as such, or otherwise; these agreements can be modified by law to the satisfaction of the Director of Legal Services.)

A.1.3 provision of an approvable use, per Section 1 of the Downtown District Schedule, on level two of the proposed building;

**(Note to Applicant:** The space on this floor should be defined as general office unless another approved use is intended to occupy the space. A tenant improvement permit or Minor amendment can be applied for once the use of this space is confirmed.)

A.1.4 provision of 10 additional disability parking spaces in compliance with Section 4 of the Parking By-law for a total of 18 disability spaces;

A.1.5 provision of Class B loading spaces in compliance with Section 5 of the Parking By-law and as follows:

- i. 2 spaces designated to and in close proximity of the proposed 9 storey building; and
- ii. better illustration showing compliance of existing loading spaces.

**Note to Applicant:** Only 1 of the existing 5 Class B loading spaces is in compliance with the Parking By-law. Illustration showing compliance and modification of existing spaces must be provided to count these spaces towards the loading requirement: See also recommended condition 1.4.

A.1.6 provision of a minimum 290 parking spaces as per Section 4.3 of the Parking By-law;

**Note to Applicant:** Alternatively, payment in lieu, off-site parking agreements or additional Class A bicycle parking spaces can be pursued for the shortfall in parking spaces. Other alternatives may be considered by the Director of Planning in consultation with Engineering Services. Refer to recommended condition 1.3.

A.1.7 provision of a minimum 20% bicycle lockers per section 6 of the parking By-law;

A.1.8 provision of FSR overlays illustrating the following:

- i. distinction between amenity and service space; and
-

- ii. areas specific to use on the level 1 floor plan.

**(Note to Applicant:** Café area within the Lobby should be defined as either retail or accessory retail to office and extent of area this use will take up must be illustrated on the drawings.)

- A.1.9 correction of noted use associated with existing BMO Financial Institution located at the South end of this site;

**Note to Applicant:** Drawing A010 shows this as retail. Financial Institution is classified as Office Use.

### Standard Landscape Conditions

- A.1.10 provision of a revised arborist report to give detailed tree information regarding proposed tree removals within allowable limits of the Protection of Trees Bylaw, methods of protection for retained trees and arborist supervision needed, including a scaled and dimensioned Tree Protection Plan, in coordination with the proposed Site Plan;

- A.1.11 provision of a Letter of Assurance for arborist supervision, to be signed and dated by arborist, owner and contractor;

- A.1.12 provision of a revised Tree Preservation Plan (sheet L-101), in coordination with revised arborist report;

- A.1.13 provision of section details at a minimum scale of 1/2"=1'-0" scale to illustrate all proposed landscape elements, including typical planters, benches, seat walls/stairs and any other furnishings, with references on the plan;

- A.1.14 provision of maximized growing medium for trees and shrub planting to ensure long term health and sustainable growth on slab condition, to be confirmed by provision of a typical detail for tree planting on structure, including dimensions;

**Note to Applicant:** Structures such as underground parking slabs may need to be altered to provide adequate depth and continuous soil volumes. Depths of soil should exceed the BCSLA standard, to ensure viability into the future.

- A.1.15 provision of additional notations to explain landscape design rationale, functionality and programming;

- A.1.16 provision of a rooftop landscape plan;

- A.1.17 provision of bird friendly plants on the plant palette, enabling bird habitat conservation and bird habitat promotion; and

- A.1.18 coordination of proposed street trees with Engineering and the Park Board and the addition of the following note on the plans:

*"Final location, quantity, tree species to the satisfaction of the General Manager of Engineering. Contact Eileen Curran at 604-871-6131 to confirm planting location. New tree must be of good standard, minimum 6 cm calliper and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. New street trees to be confirmed prior to issuance of the building permit. Call Cabot Lyford at Park Board at 311 for tree species selection and planting*

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requirements. Park Board to inspect and approve after tree planting completion.” Also refer to standard engineering condition A.2.4.

**Note to Applicant:** Approval for street trees should be finalized and to appear on the Plant List, complete with species, sizes and quantities

## A.2 Standard Engineering Conditions

A.2.1 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 Homer 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. The Statutory Right of Way shall be free of structure, stairs, planters and door swing;

A.2.2 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

a) Provision of a plan showing how the parking circulation will function and the minimum number of parking spaces available during construction of the new building. The parking layout and circulation shown on drawing A040 indicates one-way flow through the parkade;

b) Provision of an improved plan showing the required Class B bicycle spaces on private property;

**Note to Applicant:** Locate the bike rack is in close proximity to the lobby entrance with ‘stairs free’ access. Ensure that bicycles locked to the rack do not encroach over the property line.

c) Provision of the minimum vertical clearance for all Class B loading spaces;

**Note to Applicant:** A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans as 3.8 m of vertical clearance is required for Class B loading spaces and maneuvering.

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>)

A.2.3 provision of clearly marked City building grade elevations on site, ground floor, landscape and grading plans and interpolated design elevations along property line at all entrances;

A.2.4 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 requirements;

a) Provision of a concrete lane crossing on Georgia Street and Dunsmuir Street and associated curb returns and ramps on both sides of the lane to current standards;

b) Provide of new sidewalks to City of Vancouver standard adjacent the site. Georgia Street to meet the Ceremonial Street Public Realm design;

c) Install root barriers at all new street trees;

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- d) Street tree spacing and quantity to the approval of General Manager of Engineering Services and species to the approval of the Park Board. See standard condition A.1.18; and
- A.2.5 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services and Director of Legal Services, for a Statutory Right of Way for the provision of space to accommodate a Public Bike Share (PBS) Station.”
- a) **Size:** At a minimum a 19m x 4m (linear configuration) or 10m x 8m (back-to-back configuration) sized station shall be accommodated. The full length of the space is to be continuous. The physical station with docked bicycles is 2m wide and has a required bicycle maneuvering zone of 2m for a total width of 4m;
  - b) **Location:** The station must be fully located on private property while still clearly visible to the public with 24/7 public access. The location is to be at the south end of the site where there is existing hardscape along W Georgia St near the intersection with Homer St to allow easy access to the street;
  - c) **Access:** Consideration for placement of building elements (e.g. fire department connections, HVAC vents, etc.) and landscaping that require frequent access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS station;
  - d) **Surface treatment:** A hard surface is required with no utility access points within the PBS station footprint (except as noted below). Any utility access point within 1m of the PBS space is to be identified and shown in a detailed drawing submitted. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval;
  - e) **Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided;
  - f) **Sun exposure:** There must be a minimum of 5m vertical clearance above the PBS space in order to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day; and
  - g) **Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station.

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

- A.3.1 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any subsurface work.
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**B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Building Review Branch, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated May 17, 2017. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **December 12, 2017**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

**B.2 Conditions of Development Permit:**

- B.2.1 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 12<sup>th</sup> 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
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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 The General Manager of Engineering Services will require all utility services to be underground. All electrical services to the site must be primary with all electrical plant including but not limited to system vista, vista switch gear, pad mounted transformer, low profile transformers and kiosk (including non-BC Hydro kiosk) or any additional required hydro equipment is to be located on private property. At this time there seems to be no allocation of such plant shown on any of the detailed Plans. The owner / developer are required to contact BC Hydro to confirm the existing unit sub-station can support the load requirement for the new building. The applicant is to provide confirmation that all required electrical plant is provided for on-site. There is to 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.
- B.2.7 Detailed design of the building HVAC and mechanical heating and cooling system must be submitted to and approved by the General Manager of Engineering Services prior to issuance of building permit.
- B.2.8 Confirmation, prior to issuance of building permit, that all heating equipment for all buildings comprising the development shall be centralized within one common mechanical room at parkade level, and that a dedicated space not less than 225 ft<sup>2</sup> shall be allocated within the central mechanical room, or other dedicated space connected to the central mechanical room, to serve as the development's future Energy Transfer Station (ETS) connecting buildings to the Neighbourhood Energy System. The dedicated ETS space should be clearly labelled.
- B.2.9 Completion of the *Confirmation of Neighbourhood Energy Connectivity Requirements* letter of assurance by the design engineer of record, prior to issuance of building permit, certifying that the mechanical design of all buildings within the development adheres to the *Neighbourhood Energy Connectivity Standards - Design Guideline*;

OR

Completion of a Designated NEU Provider Connectivity Requirements letter of assurance by the design engineer of record, prior to issuance of building permit, certifying that the mechanical design of all buildings within the development adheres to the designated NEU provider's design guidelines and connectivity requirements.

- B.2.10 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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### Processing Centre - Building Comments

The following comments are based on the architectural drawings dated February 2, 2017 that have been submitted for Development Application DP-2017-00119. This is a cursory review in order to identify issues which do not comply with the 2014 Vancouver Building By-law #10908 (VBBL).

1. The high building provisions of Subsection 3.2.6. are applicable.
  2. Demonstration of compliance with ASHRAE 90.1-2010 will be required at the Building Permit stage. Note that vestibules are required for commercial spaces with floor area greater than 278.7 m<sup>2</sup>.
  3. The new and existing building are proposed to be located on the same property and share the basement parkade. There must be some level of assurance that as a result of a seismic event or some other emergency the new building will not be damaged/compromised by the existing structures. A structural analysis will be required for the existing building, to determine its seismic capacity with respect to present requirements. Also a fire and life safety assessment of the existing building is also warranted to benchmark the current level of code compliance.
  4. Spatial separation requirements to be reviewed for the West building elevation facing the lane.
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