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**CITY OF VANCOUVER  
DEVELOPMENT, BUILDINGS, & LICENSING**

**DEVELOPMENT PERMIT STAFF COMMITTEE  
MEETING  
April 13, 2022**

**FOR THE DEVELOPMENT PERMIT BOARD  
May 2, 2022**

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**1025 Dunsmuir (COMPLETE APPLICATION)  
DP-2021-00824–DD ODP**

**HS/CP/DS/TP**

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

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

**Also Present:**

H. Shayan, Urban Design and Development Planning  
C. Profili, Development Services  
D. Sharif, Landscape Design  
T. Potter, Development Services

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**APPLICANT:**

Hudson Pacific Properties  
Suite 3110 1055 Dunsmuir Street  
Vancouver, BC V7X 1L3

**PROPERTY OWNER:**

BTC Properties Co. Ltd.  
800-885 W Georgia Street  
Vancouver, BC V6C 3H1

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**EXECUTIVE SUMMARY**

● **Proposal:**

To develop a 16-story office building (mass timber structure), a 1 storey retail pavilion, and a public plaza on 2 levels of below grade parking, including a connection to the existing retail concourse and Burrard Street Skytrain Station. The proposal also includes: the removal of an above-grade seven storey parking structure on the Bentall Centre; and a land purchase of a portion of Eveleigh Street, and overall site consolidation.

See Appendix A Standard Conditions;  
Appendix B Standard Notes and Conditions of Development Permit;  
Appendix C Urban Design Meeting Minutes;  
Appendix D Plans and Elevations;  
Appendix E Applicant's Design Rationale;  
Appendix F Bentall Complex Diagram;  
Appendix G Notification Summary;

● **Issues:**

1. Plaza & public realm design, including Pavilion location;
2. Pavilion massing & design as related to the plaza; and
3. Portion of road purchase as related to building setbacks;

● **Urban Design Panel (UDP): Recommendation Re-submission (6/0)**

The project appeared at the Urban Design Panel on February 16, 2022. Recommended conditions are included in this report that address panel concerns. UDP minutes are found in Appendix C.

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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. **DP-2020-00824** submitted, the plans and information forming a part thereof, permitting the development of the proposal (scope of which noted above), subject to the following conditions:

**1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:**

- 1.1 Design development to improve the function and performance of the plaza by:
- i. re-locating the pavilion to reduce shadowing on the plaza from 2:00 pm to 4:00 pm PDT on the Spring and Fall equinoxes;
  - ii. reflecting the character-defining elements of the Bentall Centre campus by:
    - a. introducing distinctive landscape features and site furnishings;
    - b. introducing feature lighting to highlight unique site elements and to provide visual interest at all hours; and
    - c. incorporating other elements to enhance activity, animation, functionality, and safety;
  - iii. reducing the Bentall #4 entry patio to mitigate obstructions to pedestrian flow through the plaza;

**Note to Applicant:** This condition responds to the Urban Design Panel consensus items. Because this is an important public place in the downtown core, particular consideration must be given to making the plaza an asset in the downtown core that is accessible to all users.

- 1.2 design development to lessen the prominence of the pavilion in the plaza by:

- i. significantly reducing the size of the pavilion;
- ii. removing occupied roof area;
- iii. reducing overhangs; and
- iv. removing bleachers;

**Note to Applicant:** This condition responds to the Urban Design Panel consensus items. Although the design of the retail pavilion should be high quality, and notably contribute the overall character of the plaza and the Bentall Centre campus, it should not detract from the prominence of the surrounding buildings, points of entry, and important pedestrian circulation areas. Particular consideration should be given to designing the pavilion to enhance views to and from the site.  
(See also recommended condition 1.1 above)

- 1.3 Provision of a geometric design to the satisfaction of the General Manager of Engineering Services (GMES) to establish ultimate property lines along Eveleigh Street.

**Note to Applicant:** Building design & location, parking & loading, approved building grades, and the public realm may be impacted by the ultimate road design. Additional Statutory Right-of-Way(s) may also be required. See Standard Engineering Condition A.2.1 for closing of, stopping up and conveying of road and Standard Engineering Condition A.2.2 and A.2.3 for public pedestrian use of Eveleigh Street.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• Technical Analysis - Downtown (DD) Zone – Sub Area A:

1025 Dunsmuir St		DP- 2021-00824	DD
	PERMITTED / REQUIRED	EXISTING	PROPOSED
Site Area <sup>1</sup>	<b>SW parcel - Lot 5</b> 1025 Dunsmuir - New Bldg 1055 Dunsmuir - Exist Bentall 4 Bldg <b>North parcel - Lot H:</b> 505 Burrard - Bentall 1 555 Burrard - Bentall 2 1040 W. Pender Parkade <b>SE parcel - Lot 1:</b> 595 Burrard - Bentall 3 BMO Pavillion	Lot 5 = 81,935 ft <sup>2</sup>  Lot H = 76,820 ft <sup>2</sup>  Lot 1 = 53,725 ft <sup>2</sup>	Lot 5 + H + 1 + Eveleigh St portion: = 215,530 ft <sup>2</sup>
Use		Office commercial Retail commercial	Office commercial Retail commercial
Height <sup>2</sup>	Overall Height <u>Maximum</u> 450 ft  View Cones max B2 @ 143.6m Geodetic	<u>Exist. Towers:</u> Bentall I ~ 24 storey Bentall II ~ 19 storey Bentall III ~ 34 storey Bentall IV ~ 37 storey	New 16 storey 1025 Dunsmuir: Top of Bldg (Mech PH): Constructed Ht = 266 ft Geodetic EL. = 335 ft
Floor Area <sup>3</sup>	<b>Consolidated Total</b> <u>Maximum</u> FSR – Base max DD 11.00 FSR subarea 'A' 2,370,830 ft <sup>2</sup>  Max from all Lots (1 + 5 + H + Eveleigh)	Lot 5 = 737,658 ft <sup>2</sup> Lot H = 679,777 ft <sup>2</sup> Lot 1: = <u>584,313 ft<sup>2</sup></u> 2,001,761 ft <sup>2</sup>	1,078,832 ft <sup>2</sup> 679,777 ft <sup>2</sup> <u>584,313 ft<sup>2</sup></u> 2,342,922 ft <sup>2</sup> Overall Total 10.87 FSR --- 322,026 ft <sup>2</sup> Net FSR Added
Parking <sup>4</sup>	<b>Consolidated Total</b> 540 Thurlow Parkade (Demo) 1040 W. Pender Parkade (Remain) 1025 Dunsmuir Parking (New)	486 559 - n/a - Approx. <b>1,045 sp.</b>	0 559 <u>208</u> Approx. <b>767 sp.</b>
	Downtown District per 4.3 (breakdown per Net added FSR only): <u>Minimum</u> <u>Maximum</u> Standard - 846 sp. Small - 25% Accessible (HC) 11.7 n/a New FSR (min) (max) Parking Total <b>12 sp.</b> <b>536 sp.</b>	n/a	<u>New Parking Proposed Subtotal</u> 93 sp. Standard (46%) 79 sp. Small 18 sp. Acc (HC) Physical # <b>190 sp.</b> Counted # <b>208 sp.</b> (2x HC)

	PERMITTED / REQUIRED	EXISTING			PROPOSED		
		A	B	C	A	B	C
Loading <sup>4</sup>							
	540 Thurlow	0	0	0	0	0	0
	1040 W. Pender	16	0	0	16	0	0
	1025 Dunsmuir	0	0	0	14	8	0
	<b>Loading Total:</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>8</b>	<b>0</b>
Bicycle <sup>4</sup>		<b>A</b>	<b>B</b>		<b>A</b>	<b>B</b>	
	540 Thurlow	152 V	tbc		0	0	
	1040 W. Pender	98 H	tbc		98 H	tbc	
	1025 Dunsmuir	0	0		246	12	
	<b>Bicycle Total:</b>	<b>250</b>	<b>tbc</b>		<b>246</b>	<b>12 - tbc</b>	
Passenger <sup>4</sup>		<b>A</b>	<b>B</b>	<b>C</b>	<b>A</b>	<b>B</b>	<b>C</b>
	540 Thurlow	0	0	0	0	0	0
	1040 W. Pender	tbc	tbc	tbc	tbc	tbc	tbc
	1025 Dunsmuir	0	0	0	5	0	0
	<b>Passenger Total:</b>	<b>tbc</b>	<b>tbc</b>	<b>tbc</b>	<b>5 - tbc</b>	<b>0 - tbc</b>	<b>0 - tbc</b>

**Notes:**

- Note on Site Size and Area:** The proposed site area is the total area after consolidation of the three (3) lots and Eveleigh Street. Standard conditions A.1.8(i) and requests submission of additional information to confirm existing and consolidated site and floor areas.
- Note on Height:** The overall critical peak height is calculated to the top of Roof Mechanical Penthouse parapet at Level 18 EMR. This is well within compliance of DD zone and applicable view cones, for which B2 is most limiting at a Geodetic Elevation of 143.6 m, whereas proposed building Geodetic Maximum Elevation is approximately 102.1 m. Standard condition A.1.9 seeks clarification and demonstration of Height compliance.
- Note on Floor Area:** The proposed consolidation of 3 lots (Bentall buildings 1-4), and Land purchase portion of Eveleigh Street combine the development potential for all sites and require verification of all existing buildings and uses as summarized in the technical table. Standard condition A.1.8 seeks clarification and confirmation of FSR compliance.
- Note on Parking, Loading, Bicycle and Passenger Spaces:** This application proposes the removal of the existing parking levels at 540 Thurlow parkade, while retaining the 1040 West Pender parkade. The application proposes parking based on demand as reported by Transportation Assessment and Management Study (TAMS) and Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services. Refer also to Engineering Commentary Section for additional rationale description and Standard conditions A.1.10, A.2.7, A2.8, A2.9, A2.10, A2.11, A2.16, A2.17, and 2.18 seeking clarification and detailed information demonstrating required/existing/provided building conditions needed to complete reviews.

• **Legal Description**

Lot: 5  
 Block: 2  
 District Lot: 185  
 Plan: 17723

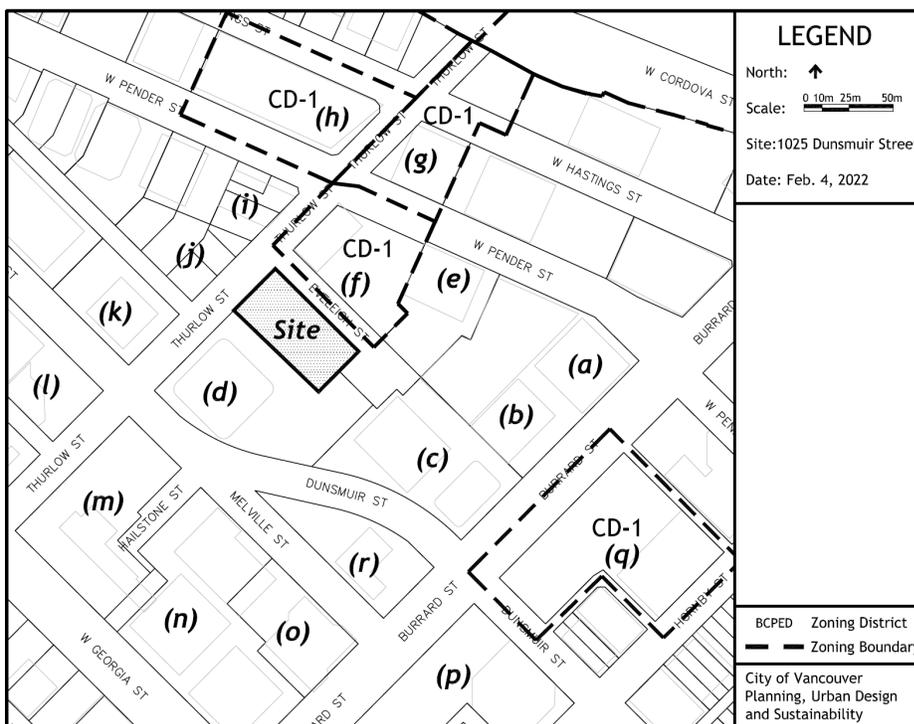
• **History of Application:**

2021-10-05 Complete DE submitted  
 2022-02-16 Urban Design Panel  
 2022-04-13 Development Permit Staff Committee

• **Site:** The site is located at the North West corner of the Bentall Centre and is bound by Eveleigh Street to the north, Thurlow Street to the west, Bentall Tower 4 and Dunsmuir Street to the south and Bentall Tower 3 to the east. The site is occupied by an existing 7-storey above-grade parking structure at Thurlow and Eveleigh streets and a plaza which provided the public access to the concourse. There is also approximately 6 m grade change across the site from south east corner down to Eveligh Street and Burrard Street.

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

- (a) Bentall 1 – 505 Burrard St.- 22 storey office building;
- (b) Bentall 2 – 555 Burrard St- 18 storey office building;
- (c) Bentall 3 – 595 Burrard St – 32 storey office building;
- (d) Bentall 4 – 1055 Dunsmuir St – 35 storey office building;
- (e) 1050 W. Pender St – 20 storey mixed use building (office + retail at grade);
- (f) 1090 W. Pender St - 33 storey mixed use building under construction (office + retail at grade);
- (g) 1075 W. Pender St – 22 storey mixed use building (office + retail at grade);
- (h) Marriott Pinnacle hotel -1128 W. Hastings St - 31-storey tower above 3-storey retail podium;
- (i) 1112 W. Pender St – 8 stoery office building;
- (j) 535 Thurlow St - 8 stoery office building;
- (k) 1111 Melville St – 11 storey mixed use building (office + retail at grade);
- (l) Doman tower – 1100 Melville St – 16 storey mixed use building (office + retail at grade);
- (m) MacMillan Bloedel Building - 1075 W. Georgia St;
- (n) RBC tower – 33 storey office building;
- (o) Hyatt Regency Vancouver – 655 Burrard St;
- (p) Park Place – 666 Burrard St;
- (q) Bentall Tower 5 – 550 Burrard St – 35 storey office building including one-storey retail;
- (r) Burrard Skytrain Station; & Art Phillips Park.



*Figure 1: site and surrounding context*

● **Background:**

This development permit (DP) application was submitted on September 23, 2021 for a new 16 storey mass timber structure containing office use on two levels of parking on the Bentall Centre. The proposal relies on the purchase of a portion of Eveleigh Street from the City. The project also includes:

- a connection to the retail concourse and the Burrard Street Skytrain station;
- an at-grade retail pavilion;
- a public plaza facing Dunsmuir Street, and
- two breezeways connecting the plaza to the north and west streets

Staff have determined that this development is generally compliant with the provisions of Council-approved plans, policies, and guidelines listed below; however, in view of the Urban Design Panel's commentary and also with it being at a prominent downtown location – centre of one of the well-known business districts, Bentall Centre- staff recommend further refinements to the design.

The proposal was presented at Urban Design Panel (UDP), on February 16, 2021, in which the panel recommended a resubmission. The particular recommendations from the panel are listed below in the "Urban Design Panel Section" of this report. While the proposal has received a general support for office building, a key recommendation is for public realm enhancement through significant improvements on design, expression, and location of the pavilion, especially at how it contributes to the performance of the plaza and relates to the new and existing buildings facing to the plaza. Other recommendation included further highlighting Bentall Centre's plaza vibrant (ceremonial) role through better landscape performance and further pedestrian movement studies.

Although resubmission was recommended by the UDP, the above mentioned issues are for subordinated development components, which can be achieved through staff's recommended conditions of approval, without further UDP meetings.

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

- *Downtown Official Development Plan, Sub-Area A (Last Amended 2018)*
- *Council-Approved The Downtown Public Space Strategy (2020)*
- *Downtown (Except Downtown South) Design Guidelines (Last Amended 1993)*
- *DD (Except Downtown South) Character Area Descriptions (Last Amended 2003)*
- *Council-Approved Protected Public Views and View Protection Guidelines*

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

**Introduction**

This proposal, as a redevelopment of a space at downtown district, is generally compliant with all applicable By-laws and Guidelines by supporting a broader neighborhood vision for downtown Vancouver.

It represents part of a renewal of an important downtown landmark site and will improve the accessibility of this well-used public place. It is considered as the most prominent component of many ongoing interventions that will preserve the important legacy of the Bentall Centre as a premier office complex. The proposal has the potential to contribute to innovation in the heart of downtown Vancouver.

A development at this site is intended to improve the quality of public life by contributing benefits through distinct Urban Design responses including:

- Demonstrating green building leadership with a mass timber proposal to support the City of Vancouver's climate emergency action plan;
- Unique office offering as a contribution to the local economic recovery;

- Activating the public realm along Thurlow and Eveleigh streets, including provision of retail frontage, murals and breezeway connection (openness) to the plaza;
- Creating a new and activation the existing pedestrian network;

Having reviewed the application against these performance criteria, and on consideration of related policies and guidelines, staff have determined that the proposal is supportable subject to the DP Conditions of Approval.

### ***Downtown Official Development Plan, Sub-Area A***

The Downtown District is the regional centre of commercial development. It contains the greatest concentration of the working and shopping public within the region.

The main intents of the Plan, which this application generally complies with, are:

- to improve the general environment of the Downtown District as an attractive place in which to live, work, shop and visit;
- to ensure that all buildings and developments in the Downtown District meet the highest standards of design and amenity for the benefit of all users of the Downtown;
- to create a distinctive public realm and a unique and pleasing streetscape in the Downtown District;

The subject site is located in Area “A” of the *Downtown Official Development Plan* within Bentall Center. This complex is located at the centre of downtown Vancouver’s business district and is one of the largest integrated retail and office complexes in Canada. The complex included 4 commercial towers which are vary in height from 18 to 35-storey and all connected through the underground retail concourse.

The *Downtown Official Development Plan* limits a density of 11 FSR and height of 137.2 m (~450 ft.). The land use permitted includes Office-Commercial and retail. This application’s proposed total floor-area of 29,975 sq m (322,026 sq. ft.) amounts to 10.87 FSR, a height of 81.1 m (266 ft.) for the new office building, including the commercial retail. Staff have concluded that this proposal meets the intended zoned density, general form and height, and uses of the *Downtown Official Development Plan*.

The *Downtown Official Development Plan* does not specify continuous retail frontage for Sub-Area A; however this application is providing at-grade retail and general public realm activation through the addition of new commercial retail units at the base of the office building, and a publicly-accessible plaza. Refer to UDP consensus conditions, staff have provided upfront conditions 1.1 and 1.2 to better respond to the intend of the plan by significant public realm improvements through design and programming at pavilion and plaza.

### ***Council-Approved The Downtown Public Space Strategy (2020)***

The *Downtown Public Space Strategy* establishes a vision for a complete public space network that puts people first. It promotes the Downtown as a place for all people to enjoy and participate in public life. This *Strategy* supports the implementation of a number of key City objectives to enhance the quality of livability in successful public spaces which foster health and sustainability, support local business, promote social engagement and connect people to their local communities.

The existing Bentall Centre plaza in connection with Burrard Station area, is sought for potential public realm improvements under this *Strategy*. Due to the upfront conditions 1.1 and 1.2, staff outlined design improvements of the plaza with the intention to improve the public realm performance to better respond to the character of the context in downtown area. These conditions are also following the key design elements of the *Strategy* for office plaza including active edges, accessibility + visibility, safety, exposure, trees and planting, and site furnishings.

### ***Downtown (Except Downtown South) Design Guidelines (1975, last amended 1993)***

The *Downtown (Except Downtown South) Design Guidelines* are intended to encourage increased awareness of the immediate and overall environment and focus on public open space, physical design, and social and cultural amenities among other priorities for downtown area. Staff concluded that the proposal's form of development, overall public realm treatments, and environmental responses, especially the new office tower, are generally consistent with the *Downtown (Except Downtown South) Design Guidelines*, detailed as follows:

#### Section 2: "Public Open Space"

- to reflect the different functions, activities and topography
- to integrate with the public realm
- provide facilities for the convenience of the public

#### Applicant response:

The application is intended to pursue through sophisticated strategies to enrich the public open spaces at this significant location. Considering the proximity to the sky train station and W. Georgia Street, the proposed public realm could potentially contribute to people's activities and engagements.

Retail spaces at the first two levels of the building and carefully considered landscape design, aim to activate more fully the corner of Thurlow and Eveleigh, while also increasing pedestrian accessibility, porosity through the site and increased connectivity to the surrounding neighbourhood.

The Plaza is a new addition to the public realm of Bentall Centre, activated by retail, café patios, building entrances and made inviting by landscape, programming and places to sit. The entire side along Dunsmuir is re-graded to maximize accessible connectivity to Burrard, Dunsmuir, Thurlow and Eveleigh Streets. Breezeways, are another major design features activated by urban furniture, landscaping, and dynamic lighting.

#### Section 5: "Environmental"

- New buildings to prevent the shadows on any public or semi-public open space

#### Applicant responses:

Due to the proposed shadow analysis, no extra shadow from the office building will impact the adjacent public and semi-public open spaces in this area of downtown. However, this analysis indicating some shadow impacts from the pavilion onto the plaza. Staff have concluded that the recommended revisions to the pavilions massing and location outlined in condition 1.1 will minimize shadow on the plaza in compliance with this *Guidelines*.

- Provide weather-protected pedestrian routs where a need is identified

#### Applicant responses:

The Bentall Centre mainly includes business activities and office use at grade and the retails and shops were accommodated at concourse. In addition, the existing plaza provides a significant open space within this business district. This application introduced canopy at the main entrance of the office tower and attached to the pavilion through extended cantilevered roofs.

However, with having attention to the proposed retails at grade, enhancing public activities and gatherings in the future development, requested refinements of the pavilion's architecture and massing, and considering Urban Design Panel's recommendation, provision of permanent and temporary

weather protection elements. Integrated with building's architecture, at breezeways and plaza has been requested due to Standard condition A.1.2.

- Introduce natural landscaping materials to emphasize the desired character and function of the spaces

Applicant responses:

The proposal generally meets the *Guidelines'* recommendations. The proposed landscape design uses planted at street level, alongside retail frontage, inside the breezeways, and on the pavilion's rooftop as a green roof.

Staff noted that Urban Design Panel has the concern for second layer of landscape blocking the plaza. Therefore, the recommended upfront condition 1.1 reflected this concern to increase the green landscape in the plaza to better respect to the character of Vancouver.

Section 6: "Physical Design"

- New buildings to be attentive to its vicinity, especially if it is of historic significance
- Scale, materials, details, textures, colours, landscaping, transparency and rhythm of openings should complement.
- New developments should contribute to the continuity of pedestrian activity and movement
- Artwork, as a permanent element of a building or an open space, should be encouraged

Applicant responses:

The proposal, especially the new mass timber office tower, generally meets the *Guidelines* by being at a scale that does not overwhelm its more historical neighbours. Its two-storey base and materiality also reference to the two-storey cornice lines present at the Bentall Tower 3 and Bentall Tower 4.

By re-grading the site at Dunsmuir Street, this proposal is contributing to the pedestrian movement by an accessible plaza. This central plaza is also connected to the surrounding streets to the west and north through breezeways which are enhanced by landscape, furniture and public arts.

However, as noted at Urban Design Panel, staff have concluded that the design of pavilion and its relationship to the plaza should be revised in order to better respond to the quality of public realm and the character of downtown Vancouver. This concern has been reflected in Recommended Conditions 1.1 and 1.2.

***DD (Except Downtown South) Character Area Descriptions, Character Area F***

*DD (Except Downtown South) Character Area Description* gives a description of the various sub-areas in the Downtown Core. The subject-site is located at *Character Area F ("Golden Triangle" area)*. This area is identified as an established high-density prestigious employment centre of downtown, which should be celebrated by the buildings forming a strong street enclosure.

Generally, the proposal meets the recommendations listed in the *DD Character Area Descriptions* for Area F. The proposed new office building as a sixteen-storey structure works together with the lower scale office buildings across Thurlow Street to produce a more subtle quieter street walls and does not compete with the surrounding taller towers at Bentall Centre and cross the Eveleigh Street.

However, it is recommended further improvements of how the proposed public realm will respond to the character of the area through design development of the plaza and the pavilion which is reflected in Recommended Conditions 1.1 and 1.2. Other refinements to the performance of the public realm is sought in Standard Conditions A.1.1 and A.1.2 to enhance the pedestrian experience at entire building frontage.

### **Council-Approved Protected Public Views and *View Protection Guidelines***

The subject site falls under six intersecting of Council-approved protected public views (B2, C1, C2, 3.2.2, 9.2.1, F1) and is most impacted by view cone B2 (Charleson Seawall to Crown/Grouse). This view cone restrict the overall building height for the office building up to the maximum geodetic height of 115.3 meters (378.5 ft.). Staff concluded that the proposed height (x ft.) substantially complies with the limit which is indicated under the *View Protection Guidelines*.

### **Form of Development, Public Realm, and Landscape**

The proposal is envisioned as a loft-like structure. The cubic form started directly from the ground and articulated with cut-in spaces. The rectangular plate and centered core provide deep leasing depths. The mass of the building steps back at multiple levels, providing many of the office floors with loggias or terraces.

Terraces provide access to exterior space from the office and line the south elevation of the development, facing the new Dunsmuir Plaza. They cascade across the facade to allow extra daylight into the breezeways and to the existing facades of Bentall 3 and Bentall 4. Loggias are cut into the lower portion of the building to break down the scale of the massing block and to add visual interest at key corners.

This groundbreaking 16-storey hybrid mass timber development prioritizes both indoor and outdoor spaces to enhance connections to nature from within the building, along with new street frontages, amenities and retail space servicing the entire campus and the public.

The proposal is targeting mass timber building designation, intending to be one of the tallest office buildings with this designation in the North America. Staff note that the idea of a tall passive house tower is especially fitting in a city recognized as a leader in sustainability

The proposed landscaping on the ground plane provides generous additions to the public realm, including a re-graded publicly accessible plaza which is activated by retail, café patios, building entrances and landscape, a lower-scale retail pavilion, two pedestrian breezeways connects the plaza to the adjacent streets and integrates the Bentall centre to the surrounding and wider sidewalk along Thurlow and Eveleigh Streets activated by retail, exterior patios, and landscape.

Other significant changes have included: large-scale outdoor murals at Eveleigh Street, new crown lighting, site-wide music, end-of-trip bike facilities, a tenant athletic centre, rooftop tenant dog park and improvements to the campus' interior corridors.

The one-storey timber pavilion is introduced at the plaza for people's engagement and participation. However, the design of the pavilion and the way it connects to the plaza raised as a key consensus item by the Urban Design Panel. The panel recommended that the plaza, and pavilion design should be reconsidered in order to better respond to what is best needed in this area. Considering the Urban Design Panel's recommendation, City Staff seek further refinement to the pavilion and plaza to better respond to the character of the urban context. Particularly, further care should be given to how the pavilion's design and expression can be better resolved. In addition, staff seeks improvements of the public plaza and the landscape strategy of the plaza as a prominent public space at downtown business district. The details of these refinements are outlined in ***Recommended Conditions Error! Reference source not found. and Error! Reference source not found..***

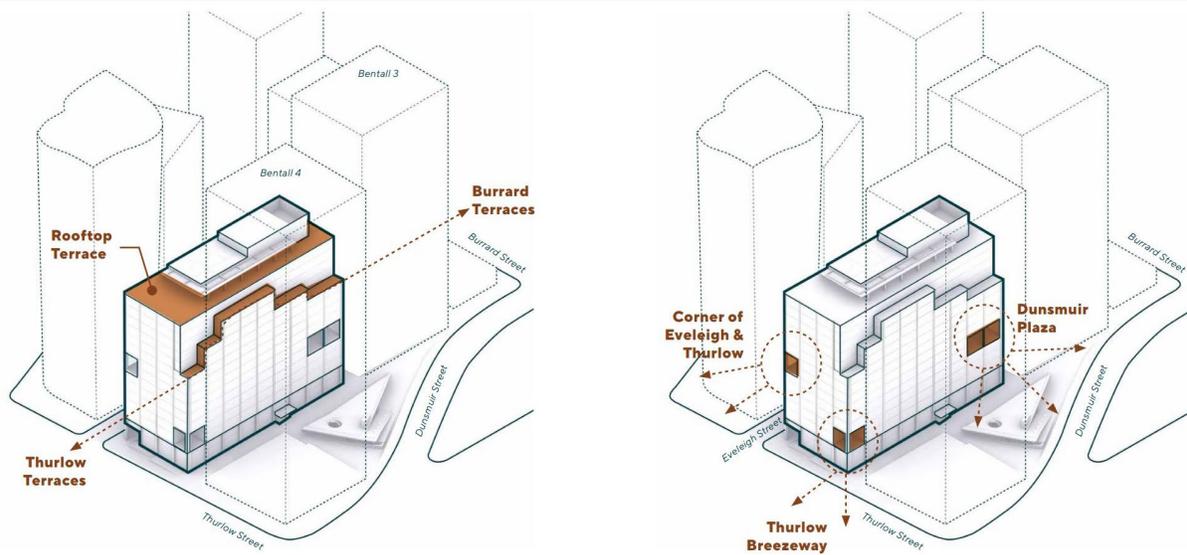


Figure 2: Building's massing and architectural expression

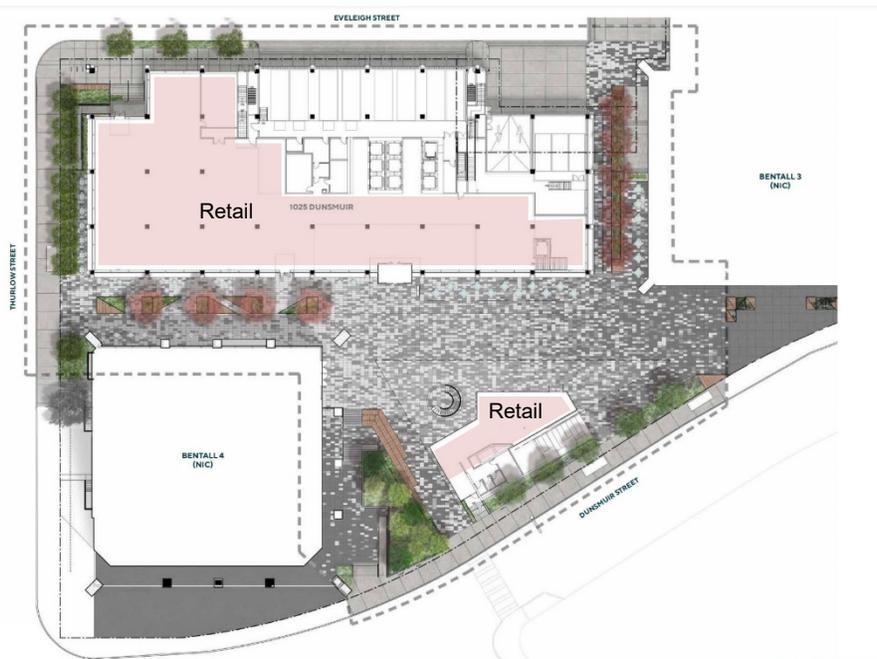


Figure 3: Overall Site Plan

Staff recognize that the high quality material palette, architectural composition, and considerate building features of the office tower are thoughtfully layered over the building massing. This, coupled with the successful landscape design, makes for an attractive addition to an important and prominent location in the Downtown.

## **URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on February 16, 2022. The UDP recommended resubmission (6/0) with the following recommendation:

Reconsideration of the plaza and pavilion design through the followings:

- Whether or not the proposed public realm design is in response to what is best needed in this area.
- The functional design and programming of the elements at the ground plane and what the target use in these spaces should be.
- The connection between the pavilion design and office; as one project but distinctive space within the site.

### **Response to UDP Commentary:**

Staff concluded that the consensus points raised by the Urban Design Panel were ones that can be addressed via condition of approvals for the development permit, rather than returning to the Urban Design Panel for re-review. The Panel's members generally supported the massing of the office building as the primary component of this DP application, however their main recommendation was to reconsider the design of the plaza and pavilion with special attention on programming and function of ground plain and how the pavilion and the office building are related as part of integrated design strategy.

To address this recommendation, staff provided upfront conditions 1.1 and 1.2 which result to a significant design improvements of plaza and pavilion. Condition 1.1 emphasized on landscape and public realm refinements by relocating the pavilion to maximize the plaza's access to the day light, implementing planted and functional landscaping in the plaza, and maximizing the pedestrian flow through the plaza. Additionally, condition 1.2 sought reducing the size of the pavilion and its cantilevered roof to better respond to its complimentary contribution to the plaza.

This condition and all UDP's recommendation were well received by the applicant. They have since the February 2022 UDP produced a "test-fit" design that will be shown at the Development Permit Board as a comparison of what has changed.

### **Conclusion:**

Having considered all applicable policies and guidelines, and recognizing the contribution of office space in a building of superior sustainability performance, retail and entertainment spaces, and enhanced public realm for the existing plaza, staff recommend support of the proposal subject to Development Permit Conditions of Approval outlined in this report

## **ENGINEERING SERVICES**

The recommendations of Engineering Services are contained in up front condition 1.3 and also in the prior-to conditions noted in Appendix A attached to this report.

## **CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

The recommendations for CPTED are contained in the prior-to conditions noted in Appendix A attached to this report.

## **LANDSCAPE**

The recommendations of Landscape 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.

Building review staff have met with the applicant and their Certified Professional discuss the project. Based on these discussions, the following items will require alternative solutions:

- i. Use of mass timber construction for 16-story building; and
- ii. The proposed degree of unencapsulated mass timber construction.

At the time of meetings, staff recommended that alternative solutions to be submitted well in advance of the BP submission because they are crucial element of the project.

Another potential concern raised in discussions with the applicant is that the proposed building may be considered as an addition to the existing buildings. In this case, the City will require a certain degree of upgrading to existing buildings. It was recognized that this will require a strategic approach and staff recommended further meetings with the Building Review Branch (BRB).

If the proposed building is connected to the existing Sky train station, any proposed changes to the station must be reviewed and coordinated with Translink.

## NOTIFICATION

Two sited signs were posted on the site on the **2<sup>nd</sup> of December, 2021**, advising adjacent property owners of the application, offering additional information, and offering the ability to make comments on the city's Shape Your City (SYC) website. Members of the public made comments between December 7, 2021 and March 17, 2022. In summary, 40 comments were received, all in support except for two comments below not in support of the project. A summary of SYC are found in Appendix G to the report.

### *Notification Responses*

Two comments received in opposition expressed concern for the following:

- lack of affordable parking and too many bike lanes and blocked roads in downtown

**Staff Response:** *staff believe that City's long-term plan is targeting to enhance the sustainable transportation opportunities such as biking in downtown. In addition, this site is well served by public transportation network and provide direct connection to Burrard Skytrain Station and a pick-up/drop-off area for ride-share services which will reduce the need for more parking stalls in commercial district of downtown Vancouver. However, this application proposes the underground parking stalls and enhanced bike lockers and also is adjacent to the existing public parking under Bentall Centre.*

- we have concerns about the proposed loading design for the Burrard Exchange and also the changes that the City are proposing to the width and design of Eveleigh Street as part of the development program to accommodate the Burrard Exchange.

**Staff Response:** *The road design and loading will meet applicable design standards and parking & loading by-laws to the satisfaction of the City Engineer. The applicant has provided a Traffic Assessment & Management Study (TAMS) that outlines the impacts of the proposed development and proposed mitigation measures to address them. Engineering staff are generally supportive of measures taken in the TAMS*

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

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

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

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of three Class A and one Class B loading spaces. The Staff Committee supports the relaxations proposed.

Staff Committee recommends approval based on the conditions contained in the report.



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J. Greer  
Chair, Development Permit Staff Committee



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Hamid Shayan  
Development Planner



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Cody Profili  
Project Coordinator

Project Facilitator: Timothy Potter

## 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

#### Standard Urban Design Conditions:

- A.1.1 design development to maximize visual porosity between the interior of the pavilion, the sidewalk, and the plaza through the following design strategies:
- i. re-orienting the stairs and locating more active and visually-interactive uses toward the street;
  - ii. locating partition walls, millwork, and heavy furniture away from windows at grade;
  - iii. avoiding the use of opaque films on the windows;
- A.1.2 design development to the office building's private and public realm interface to address the following requirements:
- i. provision of weather protection along frontages that is integrated with the building design;  
**Note to applicant:** exploring opportunities for weather protection features integrated with the design of the plaza should be considered.
  - ii. accommodations in the design of facades oriented to Eveleigh Street for the provision of future mural installation;  
**Note to Applicant:** refer to City of Vancouver's *Mural Support Program Guidelines* for more information on site and building accommodations for murals and mural's approval process.
  - iii. confirmation that all at-grade façades maintain a high degree of architectural detail, variety, and quality, as proposed, through future stages of design development;  
**Note to Applicant:** particular attention should be given to ensuring that the building detailing and materiality present as highly resolved when viewed from plaza and breezeways public realms, Thurlow and Eveleigh Streets, and wherever pedestrians are in close proximity to the building face. Intent is to maintain the proposed quality in all aspects, including but not limited to appearance, durability, and energy performance.
- A.1.3 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.1.4 provision of built features intended to create a bird friendly design;  
**Note to Applicant:** Refer to the *Bird Friendly Design Guidelines* for examples of built features that may be applicable.
- A.1.5 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
-

- A.1.6 written confirmation shall be submitted by the applicant that:
- i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
  - ii. adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
  - iii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;

#### Standard Development Review Branch Conditions

- A.1.7 confirmation of specific commercial uses consistent with DD 'Downtown District' zone Official Development Plan definitions and previously approved uses across all lots and buildings;

**Note to Applicant:** Office commercial includes Office, Banks and Financial uses, whereas Retail commercial includes Retail Use, Retail type service activity, and Restaurants. Drawings appear to have a number of discrepancies labelling existing Uses on-site.

To obtain a list of the last approved uses, please contact By-law Administration at:

"<https://vancouver.ca/home-property-development/request-property-research-and-copies-of-permits.aspx#review-services>"

- A.1.8 confirmation of compliance with Section 3 – Density, of the DD 'Downtown District' zone Official Development Plan of the Zoning and Development By-law, including:

- i. site plan graphics and notations clarifying the current land parcel boundaries, and proposed consolidation, including detailed clarification of proposed Eveleigh Street Land purchase;

**Note to Applicant:** Compliance with maximum permitted density is contingent on the proposed consolidation of currently separate Lots 1 + 5 + H (Bentall towers I - IV) and Land purchase of a portion of Eveleigh Street. Lot 5 in itself does not have sufficient FSR capacity to add the new tower without the consolidation. Refer also to Engineering Standard condition A.2.4.

- ii. ensure notations and areas demonstrated on drawings and FSR plans consistent with statistics sheet,
- iii. provision of updated data summary table showing clear summary breakdown of the following for both Existing and Proposed phases:
  - a. survey lot parcel areas;
  - b. breakdown of FSR and Floor Areas subtotals per lot, building, and use;
  - c. clarification of missing floors in existing building FSR overlays;

**Note to Applicant:** Various Buildings are missing Floors #2, 3, 13, or 19 on FSR overlays. Any double height, mechanical floors, or existing floor numbering idiosyncrasies require clarification.

- iv. identification of all proposed excluded floor areas;

**Note to Applicant:** All floors of all buildings, both above and below ground level, to be measured to the extreme outer limits of the building, shall be included in the computation of floor space ratio 'FSR' unless specifically eligible for exclusion per DD zone ODP Section 3. Various locations on FSR overlays are still white and unassigned without any reference or rationale confirming areas are excluded from FSR. This is required for all lots, buildings and floors since this proposal requires verification and clear baseline of areas and uses across all consolidated sites.

- v. identification of any areas currently under separate development applications;
- A.1.9 confirmation of Section 4 – Height, of the DD 'Downtown District' zone Official Development Plan of the Zoning and Development By-law;

**Note to Applicant:** Maximum Height to be based off Interpolated spot elevations calculated from Official Building Grades provided by Engineering, clearly noting the "Interpolated Building Grades" (IBG) directly below critical height points, at worst case locations to highest point at top of parapet.

- A.1.10 provision of a complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and end-of-trip facilities, passenger loading and the number of spaces being provided, including:
- i. extensive breakdowns of base required, existing and provided parking calculations required for all lots, buildings and uses
  - ii. parking stall types to be broken down in details in statistics table, and individually numbered, and labelled on the drawings;
  - iii. confirmation of bicycle parking, in accordance with Section 6 of the Parking By-law, including demonstrated compliance with ratio mix of the various stall types required and proposed;

**Note to Applicant:** Summary calculations consistent with Transportation Assessment and Management Study (TAMS) and/or Transportation Demand Management (TDM) Plan also need to be on drawing statistics sheets. Refer also to Engineering Standard conditions A.2.7, A2.8, A2.9, A2.10, A2.11, A2.16, A2.17, and 2.18.

- A.1.11 provision of the following revisions and additional information on the drawings:
- i. existing and proposed floor plans required for Bentall 4 Level B1 and B2 connections to Lower Mall;
  - ii. show location and size of any exterior equipment and/or venting;
- Note to Applicant:** In order to prevent contaminated air from being drawn into the building, all fresh-air intake portals must be located away from driveways and parking or loading areas.)
- iii. notation of the following added to the drawings:
    - a. "Mechanical equipment (ventilators, generators, compactors, and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555".
    - b. "The design of the parking structure regarding safety and security shall be in accordance with Section 4.13 of the Parking By-law";
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- c. “A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces”; and
- d. “The design of bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures shall be in accordance with the relevant provisions of Section 6 of the Parking By-law”

### Standard Landscape Conditions

A.1.12 design development to enhance public realm interface along Dunsmuir Street by:

- i. Re-programming of the outdoor space to improve functionality, achieve a pedestrian friendly, vibrant and inviting frontage along the street;
- ii. Exploring opportunities for seating, planting and further opportunities for activation;
- iii. Confirmation of viability and maintenance of the planting on the roof top of the Pavilion;

**Note to Applicant:** The soil depth should be sufficient for successful planting results. Provide notations on Landscape Plan supporting with technical assembly and planting details.

A.1.13 design consideration to enhance Thurlow Breezeway connector by:

- i. Widening the corridor;
- ii. Planting design to be comprised of highly shade tolerant species (including small tree/large shrubs), and be well irrigated and maintained into the future, beyond the establishment period;

A.1.14 provision of an outdoor lighting plan, in particular lighting information for the outdoor amenity areas to ensure accessibility and safety, as well as visual interest;

A.1.15 provision of updated Arborist Report coordinated with Landscape “Tree Management Plan(TMP)”;

**Note to Applicant:** Tees 383 and 384 are missing from the report. Report’s table to include all bylaw size trees shown on TMP.

**A.1.16** provision (or further development) of landscape features intended to create bird friendly design;

**Note to Applicant:** Bird friendly plants should be included on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of landscape features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at: <https://guidelines.vancouver.ca/B021.pdf>.)

### Crime Prevention Through Environmental Design (CPTED)

A.1.17 design development to incorporate CPTED measures including the following:

- i. ensure clear view lines and good lighting around building access points including elevator and entry entries and fire exits;
  - ii. provide white walls in parking areas;
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- iii. avoid deep alcoves and concealed spaces; and
- iv. reduce opportunities for intentional damage around the building with deterrent paint, planting, murals or artworks on blank walls;

**Note to Applicant:** Measures should reflect the specific risks in the area.

## A.2 Standard Engineering Conditions

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

- i. The closing of, stopping up and conveying to the owner the abutting required portion of the Eveleigh Street, subsequent to Council approval; and the relocation or decommissioning of any utilities within this area;

An application to the City Surveyor is required to initiate such review and should include a sketch plan showing the portion of Eveleigh Street to be included in this development;

- ii. The consolidation of the closed portion of Eveleigh Street and Lot 5 Block 2 District Lot 185 Plan 17723 to form a single parcel;

A.2.2 provision of a building setback along Thurlow Street to achieve a 5.5 m offset distance measured from the back of the existing curb;

**Note to Applicant:** This setback is required in order to improve the public realm by allowing for space for street trees on private property in the area between the property line and the edge of this 5.5 m from back of curb setback.

A.2.3 provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site, along Eveleigh Street to achieve a 0.9 m offset distance measured from the property line to the building face for widened sidewalks;

**Note to Applicant:** The SRW will be free of any permanent obstruction such as structure, mechanical vents, stairs, and planter walls at grade and is to accommodate the underground parking structure within the SRW agreement.

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A.2.4 arrangements shall be made, to the satisfaction of the General Manager of Engineering Services, and the Director of Legal Services, for consolidation of:

- i. LOT 5 BLOCK 2 DISTRICT LOT 185 PLAN 17723 (1025 + 1055 Dunsmuir St);
- ii. LOT H BLOCK 2 DISTRICT LOT 185 PLAN 12836 (505 + 555 Burrard St);
- iii. LOT 1 BLOCK 2 DISTRICT LOT 185 PLAN 14107 (595 Burrard St);

**Note to Applicant:** Lot consolidation is necessary in order for the subject site to access the permitted floor area (under the existing zoning) that is available to the consolidated site.

A.2.5 removal of encroachments within the City right of way, including but not limited to the following:

- i. Proposed bollards, seating plinth, planters, and terrazzo paving along Eveleigh Street;
- ii. All items indicated within the proposed property line, which is located at the northeast section of the development;

A.2.6 provision of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this development permit, and shall include the following items and notes:

- i. Site and landscape plans updated to reflect the latest available geometric design provided by the City; as well clearly note the following statement on the landscape plans:

*“Street improvements on Eveleigh Street to be reviewed, approved, and coordinated with COV Engineering and Fire Rescue Services”;*

- ii. all plans updated to reflect the most recently assumed new property lines on Eveleigh Street;

**Note to Applicant:** The new property line proposed on Eveleigh Street on the next submission of DP plans should reflect the proposed property line that is received in the City’s official response to the request to purchase and stop up and close a portion of Eveleigh Street.

- iii. deletion of any ramps and raised planters that are proposed within areas on Eveleigh Street that will remain street right-of-way;

**Note to Applicant:** Portions of the ramps and planters proposed on Eveleigh Street at the easternmost edge of the site may fall within Eveleigh Street right-of-way once the plans are updated to reflect the proposed property line that is received in the City’s official response to the request to purchase and stop-up and close a portion of Eveleigh Street. Any portions of ramps and planters must be deleted from the street right-of-way.

- iv. Relocation of any proposed parkade air vents from the pedestrian SRW along Eveleigh Street;

**Note to applicant:** sheet A-200 shows “parking air shafts” next to the property line on Eveleigh Street between gridlines 3 and 4. It is not clear how they exit at the surface but no parkade air intake vents are to be present at grade within the SRW area. The SRW area is required to provide an accessible public sidewalk and parkade vents do not provide a universally accessible sidewalk surface.

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- v. Clearly indicate and label the 0.9 m wide SRW along Eveleigh Street on the site and landscape plans;
  - vi. Clearly indicate curb ramp at the intersection of Thurlow Street and Eveleigh Street;
- A.2.7 provision of improved access and design of bicycle parking, including provision of the following:
- i. bicycle storage rooms to accommodate a maximum of 40 bicycles;  
**Note to Applicant:** This number may be increased to 120 if the room is compartmentalized and providing independent access to each section within the bicycle storage room.
  - ii. automatic door openers for all doors providing access to Class A bicycle storage;  
**Note to Applicant:** Show or note these on plans.
  - iii. design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances; and  
**Note to Applicant:** Racks must be usable for all ages and abilities.
  - iv. provision of directional signage for Class B bicycle spaces not readily visible to visitors of the site;  
**Note to applicant:** Update architectural plans to show/note the location of directional signage. Reference Section 6.4.5 of the Parking Bylaw for additional information.
- A.2.8 provision of improved access and design of loading spaces and compliance with the Parking and Loading Design Supplement, including convenient, internal, stair-free loading access to/from all site uses;  
**Note to Applicant:** Clearly show all internal access corridors to retail and office uses.
- A.2.9 provision of improved access and design of the parkade layout and compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including provision of the following:
- i. improved two way flow for vehicles on the ramp and in the parking areas through provision of the following:
    - a. improved visibility at the 90 degree bend of the internal parkade ramp from P1 to the P2 parking level;
  - ii. design development to improve accessibility and function of the proposed shared vehicle spaces through provision of the following:
    - a. a 2.9 m (9.5 ft.) stall width for shared vehicle parking spaces; and
    - b. label all shared vehicle parking spaces;
- A.2.10 notation of the following on all ground level and parking level plans:
- i. vehicle parking layout approved, subject to compliance with approved Transportation Demand Management (TDM) Plan; and
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- ii. loading layout approved, subject to compliance with approved Loading Management Plan.

A.2.11 provision of the following information as part of the drawing submission to facilitate a complete Transportation review and may result in additional conditions:

- i. a complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and end-of-trip facilities, passenger loading and the number of spaces being provided;
- ii. all types of parking and loading spaces individually numbered, and labelled on the drawings;
- iii. show all overhead security gates on plan and section drawings;

**Note to Applicant:** It is unclear if a gate is proposed on the main parking ramp. Minimum 6.1 m (20 ft.) width is required for bi-direction security gates.

- iv. dimensions for typical parking spaces;
- v. section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of all parking and loading security gates. These clearances must consider mechanical projections and built obstructions;
- vi. areas of minimum vertical clearances labelled on parking levels;
- vii. design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances; and
- viii. indication of the stair-free access route from the Class A bicycle spaces to reach the outside.

A.2.12 provision of City issued building grades to be clearly indicated on the site plan or ground floor plan, as follows:

- i. City issued grades are to be provided along the Eveleigh Street, Thurlow Street, and Dunsmuir Street property line;

A.2.13 provision of correctly labeled interpolated building grades, including:

- i. design elevations are to be provided along the property line adjacent to the center of pedestrian entrances, access pathways, and stairs;
- ii. design elevations are to be provided along the property line adjacent to the corners of driveways, parking stalls, pedestrian plazas, and retaining walls;

A.2.14 provision of City issued Building Grades survey benchmark Monument V-3534 to be used, or provide written confirmation specifying the benchmark denoted on any topographic survey used for design purposes is consistent with the benchmark elevation established on the building grade plan issued by the City;

**Note to Applicant:** Reference the building grade letter for more details. Contact Building Grades at [building.grades@vancouver.ca](mailto:building.grades@vancouver.ca) for additional clarification or information as needed.

A.2.15 provision of Clearly note the following statements on the landscape plan:

*"This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public*

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*property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details."*

*"Final location, quantity, tree species to the satisfaction of the General Manager of Engineering. Contact Engineering Services (Streets Design Branch) at [604-871-6131](tel: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 ft. long and 18 in. deep. Planting depth of root ball must be below sidewalk grade. New street trees to be confirmed prior to issuance of the building permit. Call Park Board at 311 for tree species selection and planting requirements. Park Board to inspect and approve after tree planting completion."*

- A.2.16 provision of a finalized Transportation Assessment and Management Study (TAMS), including the following:
- i. commentary on changes to the development plan as part of the development permit application, as well as any required analysis;
  - ii. updated Section 4.3 Parking Layout & On-Site Vehicle Circulation to be attached as appendices to the TAMS and to address the following: removal of puzzle parking as a parking solution and inclusion of details provided within Bunt & Associates Parking Design Update Discussion (dated March 4, 2022);
  - iii. updated Section 5 Loading Management Plan, signed and sealed by Engineer, to address the following:
    - a. specification of the routing of trucks from the arterial streets to and from the loading space;
    - b. clarification of the largest truck that the loading space(s) are designed to accommodate and provision of all vehicle dimensions;
- A.2.17 provision of a finalized Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services;

**Notes to Applicant:** A TDM Plan with a minimum of 24 points for both the office and retail uses is required to achieve the proposed vehicle parking reduction. The proposed plan appears to achieve 23 points for the office use and exceed the point minimum for the retail use. A single TDM measure may count towards multiple land uses if it is usable by each land use. Refer to [Schedule B](#) of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package.

Consider providing measure ACT-07 Public Bike Share for a total of 8 points toward both the office and retail uses. Engineering support provision of a 19 m x 4 m station size with the preferred location is within the plaza area along the Dunsmuir Street frontage with easy access to the street.

The following additional information and clarifications are required to accept the TDM measures proposed:

- i. ACT-02 – Improved Access to Class A bicycle Parking:
  - a. provision of concept design for excellent design of lighting, finishes, grades, convenience;

- b. update architectural plans to clearly show the bicycle access ramp fully separated from the vehicle parking ramp;

**Note to Applicant:** A total of 4 points appear achievable for the office and retail uses. The access ramp must be physically separated and clearly painted/hatched.

ii. ACT-03 – Enhanced Class B bicycle parking:

- a. update architectural plans to clarify if bicycle lockers or oversized spaces are being provide. The TDM plan notes lockers and architectural plans note oversized spaces; and
- b. provision of concept design for enhanced Class B bicycle parking, including any enhanced lighting etc.;

**Note to Applicant:** A total of 2 points appear achievable for the office and retail uses.

iii. ACT-05 – Bicycle Maintenance Facilities:

- a. update architectural plans to note and dimension the location of facilities;
- b. bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces;
- c. provision of an operational plan detailing the following:
  - 1. a description of the amenities to be provided;
  - 2. a means of providing access to all residents, commercial tenants, and the public (if applicable);
  - 3. a plan for maintaining these amenities;
- d. if available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility;

**Note to applicant:** A total of 2 points appear achievable for the retail and office uses.

iv. ACT-09 – Walking Improvements:

**Note to applicant:** The proposed measure is not acceptable as a TDM measure. An additional 1 point is required to meet the minimum TDM plan requirement for the Office use.

v. COM-01 – Car Share Spaces:

- a. update architectural plans to identify/note/dimension each car share space;
  - b. provide minimum 2.9 m (9.5 ft.) width for each space; and
  - c. spaces to be located with convenient, public access at-grade, or on P1;
  - d. letter of intent from a car share company indicating their acceptance of the general location, configuration and accessibility of the shared vehicle spaces;
-

**Note to applicant:** A total of 9 points for the office use and 24 points for the retail use appear achievable.

- vi. SUP-01 – Transportation Marketing Services:

**Note to applicant:** A total of 2 points achieved for both the retail and office uses.

- vii. SUP-02 – Real-Time Information:

- a. update architectural plans to identify the general location(s) for proposed displays;
- b. provision of description of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed, and service provider;

**Note to applicant:** A total of 2 points appear achievable for both the retail and office uses.

- viii. SUP-03 – Multimodal Wayfinding Signage:

- a. update architectural plans to identify the general location(s) for proposed displays;
- b. provision of conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed;

**Note to applicant:** A total of 2 points appear achievable for both the retail and office uses.

A.2.18 subject to the acceptance of the finalized TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which identifies the following:

- i. secures provision of funding towards long-term TDM monitoring funding the amount of \$2 per square metre of gross floor area;
- ii. Secures the provision of TDM measures on the site:
  - a. ACT-02: Improved Access to Class A Bicycle Parking
  - b. ACT-03: Enhanced Class B Bicycle Parking
  - c. ACT-05: Bicycle Maintenance Facility
  - d. ACT-09: Walking Improvements
  - e. COM-01: Car Share Spaces
  - f. SUP-01: Transportation Marketing Services
  - g. SUP-02: Real-Time Information
  - h. SUP-03: Multimodal Wayfinding Signage
- iii. permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed;
- iv. agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results;

A.2.19 provision of compliance with the Transportation Demand Management (TDM) Plan, as per the finalized TDM agreements;

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A.2.20 provision of a registered Services Agreement to secure all approved off-site works and utility upgrades. Agreement to be fully registered prior-to issuance of the related Development Permit (DP) and will include a letter of credit securing the costs for all improvements.

- i. Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations.
- ii. Intersection at Thurlow Street and Eveleigh Street, entire intersection lighting upgrade to current COV standards and IESNA recommendations.
- iii. Provision of new or replacement duct bank adjacent to the development site that meets current City's standards. Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure.

**Note to Applicant:** The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services, and, in conformance with current COV Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code and the Master Municipal Construction Documents.

- iv. Provision of street improvements to the satisfaction of the General Manager of Engineering Services along Thurlow Street adjacent to the site and appropriate transitions as follows:
  - a. broom finish-saw cut concrete sidewalk from the back of the existing curb to the property line;
  - b. street trees within the area between the property line and the edge of the 5.5 m from back of curb setback area;
- v. Provision of street improvements to the satisfaction of the General Manager of Engineering Services along Eveleigh Street adjacent to the site and appropriate transitions including the following:
  - a. broom finish saw cut concrete sidewalk, including within the SRW area, to provide a sidewalk connection along the full length of Eveleigh Street adjacent to the site that meets the City's current accessibility requirements;
  - b. curb and gutter, including any required road reconstruction to current standards;
  - c. curb ramps;

**Note to Applicant:** The City will provide a geometric design for these street improvements.

- vi. Removal and reinstallation of commercial crossing along Eveleigh Street to City of Vancouver's current construction design standards.
- vii. Provision of new street trees adjacent to the development site.

A.2.21 provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro service to the site shall be primary;

A.2.22 provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro service to the site must provide written confirmation that required electrical plants will be provided within private property;

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**Note to Applicant:**

- i. BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.
- ii. 3rd party utilities (i.e. BC Hydro, TELUS, Shaw, Fortis BC, etc.) servicing connections are not shown on the servicing plan. Please contact utility companies and revise the plan drawing to include their proposed alignment(s) to service this development. The plan drawing must conform to the specifications stated in the Section 2.4.4 of the City of Vancouver's Engineering Design Manual, which can be located at <https://vancouver.ca/files/cov/engineering-design-manual.PDF>.
- iii. Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case by case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at [umb@vancouver.ca](mailto:umb@vancouver.ca).

- A.2.23 submission of written acknowledgment that detailed confirmations will be submitted at building permit stage for construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site;

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

- A.2.24 the owner or representative is advised to contact Engineering to acquire the project's permissible street use; and

**Note to Applicant:** Prepare a mitigation plan to minimize street use during construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions. No tower crane permitted on street.

- A.2.25 provision of crossing design to the satisfaction of the General Manager of Engineering Services.

**Note to Applicant:** Submission of a crossing application is required. Please review the City's Street Restoration Manual and show typical commercial crossing design on the plans and indicate if any existing street furniture, poles street trees or underground utility is impacted by the crossing design and location. The final crossing design is to be clearly noted on the plans prior to development permit issuance.

**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, if any, that are contained in the Staff Committee Report dated \_\_\_\_\_. 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 addressed on or before **(6 months after DP Board date)**, this Development Application may be deemed refused, unless the date for compliance is 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.

Note to Applicant: The application must meet the requirements of the CCF Act and Adult Care Regulations prior to approval at Building Permit stage.

**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 construct from) and be aware that substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- B.2.6 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
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