

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
C. Chant, Engineering Services
C. Ma, Engineering Services

Also Present:

P. McDonnell, Urban Design & Development Planning
M. Cheng, Development Services
D. Yu, Landscape Planning
J. Freeman, Development Services

APPLICANT:

Perkins + Will
1220 Homer St
Vancouver, BC
V6B 2Y5

PROPERTY OWNER:

3850728
Pacific Centre Ltd.
500-20 Queen St W
Toronto ON
M5H 3R4

EXECUTIVE SUMMARY

- **Proposal:** The addition of a 2-storey pavilion building to replace the existing Pacific Center Mall rotunda. The proposal includes a new mall entry from W Georgia Street, additional retail spaces on main and upper level, a smaller third floor infill set back from the pavilion which acts as a backing for the green wall, public open space improvements and upgrades to below grade areas and parkade.

See: Appendix A. Standard Conditions
Appendix B. Standard Notes and Conditions of Development Permit
Appendix C. Policy Report, dated September 13, 2005
Appendix D. Director of Planning decision Dated October 28, 2016
Appendix E. UDP minutes July 27 2016
Appendix F. Plans and Elevations
Appendix G. Applicant's Design Rationale

● **Issues:**

1. Clarity of architectural expression and detailing
2. Exterior and interior public spaces
3. Parkade vent location on Howe Street
4. CPTED concerns

- **Urban Design Panel: Resubmission recommended**
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DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

That the Board APPROVE Development Application No. DP-2018-01011 submitted, the plans and information forming a part thereof, thereby permitting the addition of a 2-storey pavilion building to replace the existing Pacific Center Mall rotunda. The proposal includes a new mall entry from West Georgia Street, additional retail spaces on main and upper levels in a new pavilion CRU, a smaller third floor infill set back from the pavilion which acts as a backing for the 'green wall', public open space improvements and upgrades to below grade areas and parkade, 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 provide architectural clarity to the green wall's relationship to other major architectural elements by way of the following:

- i) reduce the prominence, height and/or width of the green wall to help clarify its relationship to the pavilion CRU and mall entry, so that it reads as a separate background element;
- ii) improve the connection between the green wall and the pavilion CRU; and

Note to Applicant: consider the addition of glazed seams between the green wall and the pavilion CRU's stone walls. These seams could also act to help address CPTED concerns in the north east corner.

1.2 design development to improve the interior open space and prominence of the mall entrance by way of the following:

- i) increase the scale of the mall entrance in terms of height and/or depth to allow for a tall welcoming interior public gathering space;
- ii) add visual interest; and

Note to applicant: a large transparent open space with minimal elements is preferred to allow for visual connection between inside and outside. Visual interest could be achieved by the addition of art, lights or other hanging objects in the open space and by addressing the blankness of the adjoining Pacific Centre Tower wall. It should read clearly as a mall entry from the exterior, separate from the pavilion CRU.

- iii) integration of the sidewalk and adjoining public realm, both in terms of wayfinding and weather protection. Also see Recommended Condition 1.3;

1.3 design development to the public realm as follows:

- iv) increase the amount of planting areas in the plaza, to achieve a better balance between hard and soft landscapes;
- v) provide additional seating elements in the plaza to further promote social interactions;
- vi) improve pedestrian flow and experience in the plaza by eliminating any pinch point between the building and the steps, and/or between any planter and the steps; and

vii) further design development to the wood seating on the steps, with considerations for visual connections, sun/shade, as well as the location and length of the seating;

1.4 design development to provide for safe, accessible circulation around the exterior public open space and into the pavilion CRU; and

Note to Applicant: reducing the size of the pavilion CRU or reorienting it to allow for more integrated, accessible and safer exterior circulation between the top of the stairs and the pavilion would satisfy this condition.

1.5 design development to significantly improve the pedestrian interface and visual connection between the Four Seasons Hotel and Georgia Street

Note to applicant: significant reductions to the height and/or length of the retaining walls supporting the proposed parkade vent on Howe Street would satisfy this condition.

1.6 design development to improve the Crime Prevention Through Environmental Design (CPTED) performance of the interstitial space between the proposed infill pavilion CRU and the Four Seasons Hotel to the north, while maintaining a positive and interesting presence to adjacent public areas; and

Note to Applicant: deep alcoves that are partially concealed from public view can invite undesirable activity. Design development is needed to dissuade mischief while still supporting a positive, safe presence to the public realm that also holds a degree of pedestrian interest. See also Standard Condition A1.14.

1.7 provision of proposed details with respect to building envelope systems, materials and details as follows:

i) typical details and material specifications of frameless structural glazing and curved glazing, stone cladding, 'green wall' and soffit materials that correspond to the elevations and renderings;

ii) details of glazing connections at head, sill and jamb that correspond to the elevations and renderings; and

iii) details of roof 'knife edge' condition that correspond to the elevations and renderings;

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 table for 701 West Georgia Street		CD-1 (455)		DP-2018-01011	
PERMITTED / REQUIRED		EXISTING		PROPOSED	
Site Area	Per CD-1 (455) 33,268.70 m ²				
Uses	Office Uses Retail Uses Service Uses Accessory Uses	Office Retail Service Use: Hotel Storage		Office Retail - New Retail Addition Service Use: Hotel Storage	
Building Height	Per CD-1 (455) 137.16 m			New Retail Addition	14.9 m
FSR		All Uses Office 5.88 FSR Retail 2.30 FSR Hotel 1.07 FSR Storage 0.05 FSR All Uses - total 9.30 FSR		All Uses Office 5.88 FSR Retail - New Retail Addition 2.34 FSR Hotel 1.07 FSR Storage 0.05 FSR All Uses - total 9.34 FSR	
Floor Area	Maximum 315,054.59 m ²	All Uses Office 195,726.06 m ² Retail 76,486.70 m ² Hotel 35,511.86 m ² Storage 1,585.95 m ² All Uses - total 309,310.57 m ²		New Retail Addition Level 1 233.92 m ² Level 2 660.02 m ² Level 3 396.39 m ² New Retail - total 1,290.33 m ² All Uses Office 195,726.06 m ² Retail Existing 76,486.70 m ² Addition 1,290.33 m ² Retail - total 77,777.03 m ² Hotel 35,511.86 m ² Storage 1,585.95 m ² All Uses - total 310,600.90 m ²	
Parking	New Retail Addition Small - max 25% 2 sp Disability 1 sp Minimum 9 sp Maximum 11 sp	Total 1927 sp		Requested changes No additional parking provided Reduced 15 parking stalls Revised 11 parking stalls to Small from Standard	Total 1912 sp
Loading	New Retail Addition Class B 1 sp Class C - no additional spaces required	Class C 5 sp		No additional loading provided Class C 5 sp	
Bicycle ¹	New Retail Addition Class A 3 sp Class B - no additional spaces required	Class A 116 sp Class B 12 sp		Class A 121 sp Class B 18 sp	

Notes

1 Note on Bicycle: Standard Condition A.1.1 seeks compliance with Section 6 - Off-street Bicycle Space Regulations of the Parking By-law.

• **Legal Description**

Lot: ?
Block: 42
District Lot: 541
Plan: 210

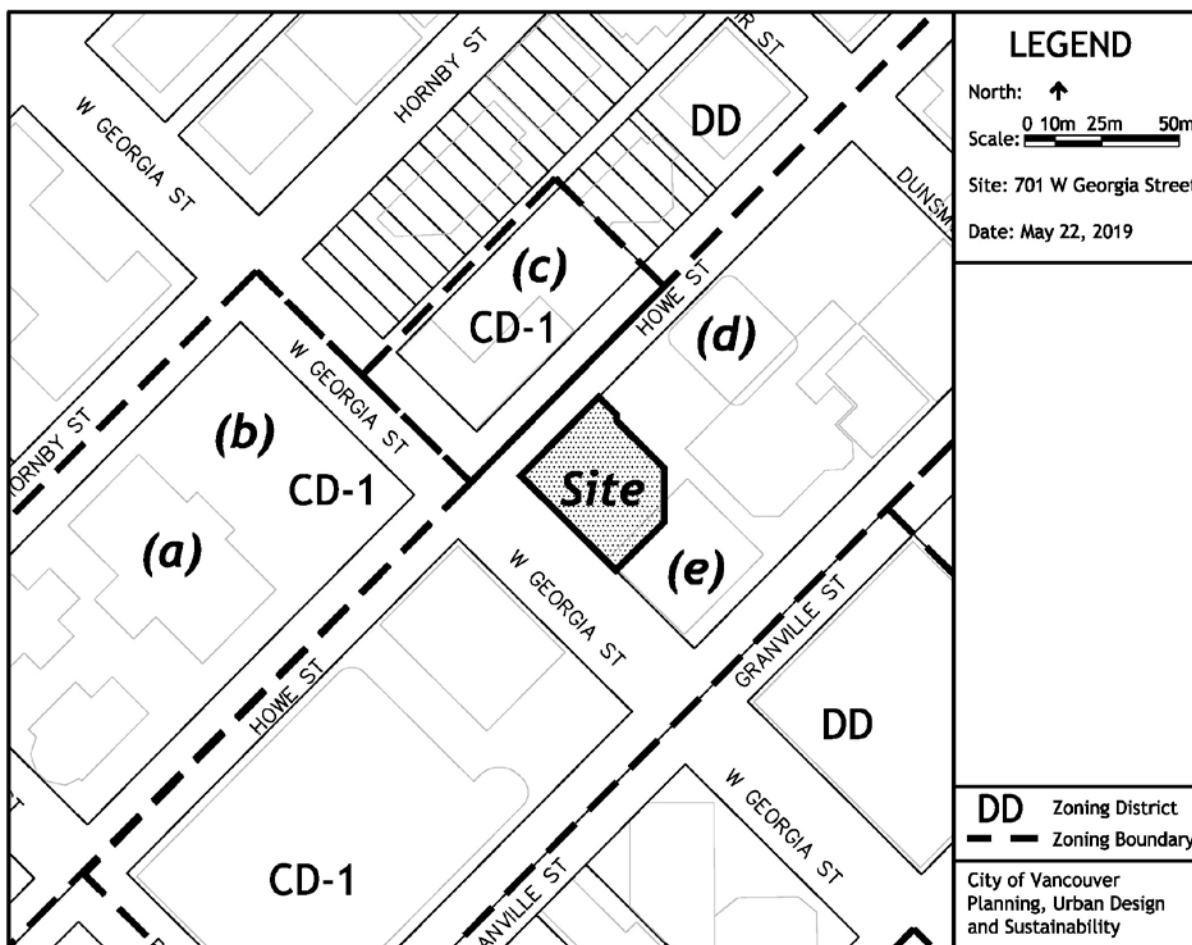
• **History of Application:**

Dec. 17, 2018 DP submitted
Mar. 20, 2019 Urban Design Panel
Jun. 12, 2019 DP Staff Committee

• **Site:** The site is located at the east corner of W. Georgia Street and Howe Street within CD-1 (455). Technically the site is the entire block but the proposed development is an addition limited to the westerly corner of the site that currently contains the rotunda and the concrete plaza.

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

- a) Vancouver Art Gallery, 750 Hornby Street, 3-storey cultural building (c. 1931);
- b) ʂwʌ̄neq Xwtl'e7énk Square, 750 Hornby Street, public space (c. 2017);
- c) Hotel Georgia, 801 W Georgia Street, 12-storey commercial building (c. 1927);
- d) Four Seasons Hotel, 791 W Georgia Street, 27-storey commercial building (c. 1976);
- e) CF Pacific Centre Tower, 701 W Georgia, 19-storey mixed-use building (c. 1971).



• **Background:**

Holt Renfrew Atrium Space Enclosure

In 2005 the City of Vancouver was approached by owner Cadillac Fairview (CF) with a development application that proposed the removal of a publicly accessible atrium in the Pacific Centre Mall. At the time, CF was working to secure Holt Renfrew as a new anchor tenant in the space where the atrium was located. The atrium was originally considered an exclusion under The Downtown District Official Development Plan (DDODP) and exempted from FSR calculations. Staff noted that the atrium space had always been problematic functioning as a public space, being hidden well inside the mall, and being difficult to program for events.

In a policy report, dated September 13, 2005, the Director of Planning (DoP), see Appendix D, supported the removal of the existing publicly accessible atrium space at 777 Dunsmuir (Pacific Centre Mall), in exchange for public benefits of equivalent value and proposed two options:

1. Provision of a more publicly accessible atrium suitable for public gatherings at the corner of W. Georgia and Howe (Application Site): and /or
2. The provision of a major high profile entrance to the Canada Line Station on Block 52 (The south west corner of Granville and West Georgia.)

The securing of the option 2 (in-plaza station entrance on Block 52) was selected, as it was the time-sensitive and highest City priority at the time.

'Agreement in principle was recently reached between Cadillac-Fairview and Canada Line Rapid Transit Inc. to pursue an in-plaza station entrance. Cadillac-Fairview is prepared to assume responsibility for significant costs which are outside of Canada Line's budget, if additional retail space can be developed in the future at Pacific Centre and if provision of an SRW for the Canada Line station entrance in the plaza at block 52 (701 Granville Street) fulfills an obligation to replace the now-closed public atrium in Block 32 (777 Dunsmuir Street) with another public amenity.'

A rezoning was not completed at the time because CF and Holt Renfrew were facing significant time constraints in renovating and completing the new anchor store.

Re-Zoning CD-1 (455)

Subsequent to the Holt Renfrew development, a rezoning was initiated by owner Cadillac Fairview (CF) in 2005 to follow up the Council Policy Report above. See Appendix C – CD-1 (455) and council minutes. The CD-1 did the following:

- Consolidated blocks 32, 42 and 52;
- Increased retail density by 70,000 sq. ft. by allowing the future infilling of the corners of W. Georgia and Howe (Application Site) and W. Georgia & Granville with a minimum two-storey retail;
- Provided a Canada Line rapid transit station entrance on-site within the plaza at the south-west corner of Georgia and Granville Streets (Block 52). Option 2 in the policy report above.

The rezoning was approved in October 19, 2006, with the understanding that the costs of the in-plaza option (new Canada Line Station) be accepted by CF if additional retail space can be accommodated. Although the application site was not selected as a replacement for the publicly accessible atrium, the council minutes did place additional design development conditions which included the requirements that any redevelopment of the application site achieve architectural excellence and retain some exterior and interior public open space.

Approved DP Application (Application Site)

A DP was issued for a prior scheme on the application site in October of 2016 under the existing CD-1 (455). See Appendix D. The proposal was to demolish the existing rotunda and concrete deck area, and develop a three storey commercial building containing retail uses on levels one and two and a restaurant use on level 3. The proposed height was 63', approximately 10 feet higher than the existing adjacent 'podium' height of the Four Seasons Hotel. The proposed square footage was a total net addition of approximately 25,000 square feet, representing a change in density from 9.3 to 9.37 FSR. A new double-height entry to the shopping mall entry was proposed mid-block along Georgia Street that aligns with the spine of the existing mall (similar to the current application.)

The application went to Urban Design Panel (UDP) on July 27, 2016 under the CD-1 (455) zoning See the UDP minutes in Appendix E. It received Support (7-1). The Panel strongly supported the design in general, including the wayfinding and the connection to the existing mall entrance. A few aspects the panel commented could need improvement were;

- More open space at grade would be welcomed in the design, for example, seating could be added
- There should be more accommodation of the public realm in the design
- Design development of the Howe street elevation to strengthen the way the building turns the corner and addresses the public realm and in particular the Art Gallery plaza.

This DP is still active. The owner Cadillac Fairview (CF) has indicated that they intend to follow through with it if the current DP is not approved but would strongly prefer to proceed with the current DP application.

Current DP Application

The City received a new development permit application by owner Cadillac Fairview (CF) under the existing CD-1 (455). This current application proposes to supersede the approved application noted above.

The proposal is to develop a new 2-storey pavilion CRU building to replace the existing Pacific Center Mall rotunda. It includes a new mall entry from mid-block on W. Georgia Street, additional retail spaces on the main and upper levels of the pavilion CRU, a smaller third floor infill set back from the pavilion CRU which acts as a backing for the proposed green wall, public open space improvements and upgrades to below grade areas and parkade.

Surrounding sites include the Art Gallery and plaza, the Four Seasons Hotel, Hotel Georgia and the Pacific Centre Tower, an 18 floor Class A office building. There is a 4' slope down to the west along W. Georgia St.

Staff are supportive of the current DP application in comparison to the approved DP listed above. Staff feel that the public realm is vastly improved with the addition of the exterior open space with stair setting which successfully address the Art Gallery and adds significantly to the public life of West Georgia Street.

The application went to Urban Design Panel (UDP) on March 20th 2019, were it received a 4/3 Resubmission Recommendation. See attached UDP minutes.

Based on the UDP response, the applicant submitted a more refined design on April 22, 2019 that they felt addressed the major issues raised by the Panel. See revised drawings in Appendix F. This design was discussed with staff. In consultation with senior staff, it was recommended that the refined design appeared to address the main concerns of UDP. Given the 4/3 split of the UDP decision, the relatively minor changes requested by UDP, the support of the applicant for the changes, and in order to expedite

the process, it was felt that the concerns of UDP could be addressed through Development Permit Board (DPB) design conditions.

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

1) CD-1 (455) and Council Meeting Minutes, April 17, 2007.

The intent of the CD-1 (455) was to consolidate blocks 32, 42 and 52, increase retail density by 70,000 sq. ft. by infilling the corners of W. Georgia and Howe (Application Site) and W. Georgia & Granville with a minimum two-storey retail, and providing a Canada Line rapid transit station entrance on-site within the plaza at the south-west corner of Georgia and Granville Streets (Block 52).

2) Downtown Official Development Plan

The intent of the By-law is to regulate the development of the part of the City of Vancouver for which the zoning district is described as ‘Downtown District (DD).’

3) Downtown Design Guidelines

The Downtown Design Guidelines provide a general checklist for achieving high quality development, seeking: contextual, neighborly development that respects existing buildings and open spaces; creation of public open space wherever possible; pedestrian amenity along street frontages; preservation and, where appropriate, creation of public views; minimization of shadow and private view impacts; and slim rather than bulky towers.

4) West Georgia Street Tree and Sidewalk Design Guidelines

The intent of the guidelines is to clearly state the current requirements for street tree and sidewalk treatment on West Georgia Street.

5) Central Area Pedestrian Weather Protection

The intent of the report is to summarize existing policies and design guidelines concerning pedestrian weather protection along public streets within the Central Area.

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

CD-1 (455)

The application generally meets the intents and regulations of the CD-1. The proposed use, density and height conform to the CD-1.

Additional Form of Development conditions connected to CD-1 are found in Council Meeting Minutes, dated April 17, 2007 See Appendix X. The minutes contain six (6) design development conditions, of which conditions ii) and v) don't apply as they are not related to the Applicant site. The application generally satisfies conditions i) and vi) which prescribe appropriate siting, massing and design as well as public consultation and open houses.

Design development condition iii) requires that design development achieve architectural excellence.

‘Design development ... should achieve architectural excellence, appropriate to this significant city location and consistent with the intent of the Downtown Official Development Plan and related guidelines;’

In general, the application is felt by staff to be achieving architectural excellence with some notable outstanding issues related primarily to the architectural clarity of the green wall's relationship to the other major architectural elements. The Urban Design Panel (UDP) commented that the wall competed with the pavilion CRU and mall entrance for prominence and should instead read more as a background piece. They also had issue with how the 'green wall' connected to the pavilion.

Development Permit Board (DPB) condition 1.1 is included to address UDP's comments and staff's concerns related to achieving architectural excellence. The condition asks the applicant to reduce the overall scale of the green wall in terms of height and/or width so that it will read as a background element to the mall entrance and pavilion CRU. It also includes a provision to consider adding a glass seam between the green wall and the pavilion CRU, which was a specific comment from UDP.

DPB condition 1.6 is included because it was felt by staff that the architectural excellence of the design will rely on the execution of the proposed 'minimalist' aesthetic. Architectural detailing will be key to its success. The condition requests that the applicant supply typical architectural details for significant elements so that they can be reviewed for conformance with the application renderings and elevations.

Design development condition iv) from the Council Meeting Minutes, requires the provision of some interior public space and the retention of some exterior public open space, both of which are to be integrated seamlessly with the adjoining public realm.

'design development should seek to retain some open space and provide some interior public space, and provide these in a way which is integrated seamlessly with the adjoining public realm. Note to applicant: the public realm should encourage public interaction and gathering, lending significance to these corner sites and be well integrated with the surrounding streets and sidewalks...'

UDP had significant issues with the interior public space proposed by the application in regards to the condition above. The proposed space is located just inside the new mall entrance, mid-block on West Georgia Street. UDP felt that the space was not large enough to properly function as an effective interior public space. Staff also felt that the space was not well connected to the adjoining public realm because the mall entrance was not prominent enough from the outside and had little visual connection to the sidewalk and adjoining exterior public realm.

DPB condition 1.2 is included to address UDP's comments and staff's concerns about the interior public space. It directs the applicant to increase the scale of the mall entrance to allow for a tall welcoming interior gathering space. To address concerns of connectivity to the public realm, it requests that the application add visual interest to the entrance that can be perceived from the exterior and that the entrance integrate better with the sidewalk, both in terms of wayfinding and weather protection.

The exterior open space was largely felt by UDP to be performing well but that the pavilion CRU was generally too large in relation to the open space and as a result, was crowding it at the top of the stair seating. The application contains a number of 'pinch points' around the top of the public stairs. The double doors at the corners are also not helping the application achieve safe and accessible exterior circulation.

UDP had concerns about the scale and treatment of the smaller retaining that support the proposed parkade venting on Howe Street. Staff and UDP both felt that the retaining walls are not pedestrian friendly and close off visual connection between the Four Seasons Hotel and Georgia Street.

Lastly, staff and UDP both had significant CPTED concerns about the performance of the interstitial space between the pavilion CRU and the Four Seasons Hotel to the north. The space is partially concealed from public view and was felt that it could invite undesirable activity.

DPB condition 1.3 is included to address UDP's comments and staff's concerns about the safety and accessibility of the space between the top of the stairs and the pavilion CRU. It asks the applicant to

provide for safe and assessable circulation around the top of the exterior public open space by reducing the scale of / or reorienting the pavilion.

DPB condition 1.4 directs the applicant to make improvements to the vent retaining walls on Howe Street that improve the pedestrian realm and visual connectivity between Georgia Street and the Four Seasons Hotel.

DPB condition 1.5 directs the applicant to address CPTED concerns related to the interstitial space between the pavilion CRU and the Four Seasons Hotel to the north.

Downtown Official Development Plan

The proposal generally complies with the applicable sections of the Plan, including Section 2 – Retail Use Continuity in which the site is listed as ‘some ground floor retail, retail-commercial and service uses required.

Downtown Design Guidelines

The application generally meets the intents and regulations of the Guidelines in regards to the applicable sections related to Public Open Space at grade, Views of landmark buildings such as the Art Gallery and Georgia Hotel, Sun and Shade, Architectural Design, Bulk and Height and Relationship to Immediate Area.

West Georgia Street Tree and Sidewalk Design Guidelines

The application generally conforms with the Guidelines with the exception of street trees along West Georgia. Since the existing Pacific Centre Mall runs directly under Georgia Street, it is staff’s understanding that new street trees are not viable in this location.

Weather Protection Guidelines

Due to the atypical condition of the public open space, standard sidewalk weather protection would not be applicable around the entire application site. Emphasis to be placed on protection at entrances, see Standard Conditions A1.3 and A1.4.

• Conclusion:

The proposal is generally well resolved. Staff recommends approval of this development application subject to the conditions noted in this report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on October 8, 2016, and provided the following comments:

EVALUATION: Resubmission Recommended (4/3)

• Introduction:

Development planner, Patrick O'Sullivan, described the project located at the Corner of W. Georgia St. and Howe St. Technically the site is the entire block. The proposed development is an addition limited to the westerly corner of the site that currently contains the rotunda and the concrete plaza.

Surrounding sites include the Four Seasons ,Hotel Georgia, and the Pacific Centre Tower -- 18-floor, Class A office building. There is a 4 ft. slope down to the west along W. Georgia St. A DP was issued for a previous scheme on this corner of the site in April of last year.

We now have a new development permit application under the existing CD-1 following a 2006 rezoning. Zoning: CD-1 (455). The proposal is to demolish the rotunda, concrete deck area, and the Howe St. retaining wall. Develop a three storey commercial building containing retail uses. Construct a new main entry for the mall that aligns with the existing mall run. Add a new canopy over the steps down to the stairway down to mall level from Howe St.

Height measures 63 ft., about 10 ft. higher than the exiting "podium" height. (Maximum height pertaining to the entire Pacific center site is 450 ft.). The rezoning anticipates a minimum of a two-storey infill on this site. The FSR increases from 9.3 to 9.36 (9.47 is the maximum).

A standard commercial 18 ft. clear surface right of way is provided from the curb on W. Georgia Street and 13 ft. are provided from Howe Street. The public Realm includes the standard Georgia St streetscape sidewalk treatment and stone paving within the property line.

Cadillac Fairview initiated a rezoning in 2005 to do the following:

- Consolidate blocks 32, 42 and 52;
- Increase retail density by 70,000 sq. ft. by infilling the corners of W. Georgia & Howe and W. Georgia & Granville with a minimum two-storey retail;
- Provide a Canada Line rapid transit station entrance on-site within the plaza at the south-west corner of Georgia and Granville Streets (block 52).

The Rezoning was approved in October 19, 2006, understanding that the costs of the in-plaza option be accepted by Cadillac Fairview if additional retail space can be accommodated.

In a policy Report, dated September 13, 2005, the DoP supported the enclosure of the atrium space at 777 Dunsmuir, where Holt Renfrew is located currently, to achieve public benefits of equivalent value, two options:

1. provision of a more publicly accessible atrium suitable for public gatherings at the corner of W. Georgia and Howe; and/or
2. The provision of a major high profile entrance to the Canada Line Station on Block 52

The securing of the in-plaza station entrance was selected as it was the time-sensitive and highest City priority at the time.

Agreement in principle was recently reached between Cadillac-Fairview and Canada Line Rapid Transit Inc. to pursue an in-plaza station entrance. Cadillac-Fairview is prepared to assume responsibility for significant costs which are outside of Canada Line's budget, if additional retail space can be developed in the future at Pacific Centre and if provision of an SRW for the Canada Line station entrance in the plaza at Block 52 (701 Granville Street) fulfills an obligation to replace the now-closed public atrium in Block 32 (777 Dunsmuir Street) with another public amenity.

Staff have concluded that the off-site impacts of additional retail floor area and the obligation to provide a replacement public amenity are adequately addressed by the property owner's offer to contribute to the development of an enhanced, high-profile, more accessible entrance to the Canada Line rapid transit station at Georgia/Granville.

The application went to the UDP on March 26, 2008, where it received non-support, however the UDP supported the infilling of the plaza with new retail noting that the plaza had not performed well. The application went back to the panel on May 21, 2008 to get further advice. The applicant decided to withdraw their development application in November 2008.

Given the previous advice from the Director of Planning in 2007, staff advised the current applicant that the application would be reviewed by the Urban Design Panel, but subject to notification response we may or may not request that they also have an open house to get more fulsome input. We have not concluded our notification process but to date have received very little response.

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

1. Is the siting, orientation and footprint size of the retail pavilion successful in achieving:
 - a) a welcoming entry presence for the shopping centre, and
 - b) usable outdoor space on the site surrounding the pavilion?

2. Please comment on the following aspects of the design of the Public Realm:
 - a) Is the design of the public realm including the open space at the corner, the exterior steps and integrated wood seating a fitting response for this prominent pedestrian corner?
 - b) Will the outdoor space to the south of the pavilion function well as a public space considering the configuration of this space and the solid wall character of the building elevations at this location;
 - c) How well is the outdoor space to the north of the pavilion responding to CPTED principles in preventing undesirable activity in this partially concealed corner?

The planning team then took questions from the panel.

• Applicant's Introductory Comments:

There are two major components to the architecture, the pavilion and the device of the Greenwall.

The Greenwall is used to separate from the busy clutter behind; architecturally this is the cleanest way to provide an elegant backdrop to the pavilion. In the interstation spaces, created a new front door to the mall and using the same language as other entrances, such as the Nordstrom entrance, using the same materiality and glazing system.

There is about a 20ft cantilever canopy to bring signage and presence out onto the street.

There is some interesting geometry around the left over spaces, and working with client on how to best program these spaces.

The whole urban fabric on Howe Street will be refreshed using the same palette of materials as the other entrances of the mall.

The tenant space has a simple modern palette of materials. Besides the 45 degree shift to the kiddy corner open space, the goal is transparency; there are 32ft of glass all around the front. The inside is to be connected to the outside to activate the space and encourage pedestrian movement.

The stair design is a response to the grade change.

Engineering is supporting the removal of the layby. It is a huge impingement on the public realm.

The relationship to the art gallery plaza has been an important component to the public realm and landscape. There will be high quality stones and stone steps, big wide sidewalk and many trees.

The applicant team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
- Having reviewed the project it was moved by Ms. Collette and seconded by Mr. Wen and was the decision of the Urban Design Panel:
- THAT the Panel RECOMMEND RESUBMISSION of the project with the following recommendation to be reviewed by City Staff:
 - Design Resolution of the pavilion to the public realm and mall background.
- **Related Commentary by Urban Design Panel members**

In general the panel found the project had improved in regards to pedestrian orientation, space and architectural expression; however the panel agreed there were still lots of room for improvement.

The architectural design is not clear and eligible, and at times the buildings appear to be on a configuration that does not work for it.

These are beautiful buildings with sculptural elements that need to be sculpted further. Make the outstanding elements elegant and the add on elements should stand out.

This is a meeting place and becomes a glass threshold when walking into the mall. When entering the mall there is no social gathering space. Understanding pedestrian patterns is important when it comes to areas where it attracts people conglomerating (i.e. the bus stop). If this will be a new entrance to the mall, there is opportunity to create a unique space, prefer an open space with minimal elements.

The connection of the blank walls with IBM will make navigating into the mall less pedestrian friendly.

Howe street frontage and the retaining wall are not pedestrian friendly. It is important to open up the visual space to Georgia.

The pavilion is an excellent space. Cutting it back on the corner would be a huge public gesture.

There is opportunity at the corner to express a jewel. Presently it is punching at the corners and appears uncomfortable.

How the corner meets the green wall and how its hits the ground plain is the real challenge. Do not see the logic and elegance of putting them together.

Attention to the retaining wall is acceptable however the green wall is not a solution could be elsewhere.

Part of the pavilion appears to be stuck on a wall. If you pull the pavilion away a bit and place a glass reveal and the green wall and pavilion had its own strength it would make more sense.

The green wall creates a curtain that has no relationship to anything and does not allow for the pavilion to fulfill its purpose. The green wall should be more of a background piece.

The plaza has a good relationship with the art gallery. The steps and seating are good and the more the better. Suggest adding a water feature to hide the noise of the area. Overall the plaza is better smaller with a better use for the public.

Concerns with the retail, it is not the thing that should be right out front and center as the main element.

Additional comments include be aware of managing drainage and the glass rotunda is dated.

• **Applicant's Introductory Comments:** The applicant team thanked the panel for their comments.

ENGINEERING SERVICES

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

LANDSCAPE

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

ENVIRONMENTAL PROTECTION BRANCH

The recommendations of Environmental Protection 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.

NOTIFICATION

On February 4th, 2019, 1201 postcards were sent to neighbouring property owners advising them of the application and offering additional information on the city's website. Site signs were confirmed installed on February 4th 2019.

An Open House was held on May 6, 2019 from 5-7pm by the applicant team. COV staff attended from Planning, Landscape and Development Services. Notice was posted on the City webpage, events page and local newspapers by the applicants. Stickers were added to the DP site signs alerting the public of an open house but unfortunately without a location included. Little effort to inform the public walking through the rotunda of the open house by way of posters and other signage to alert the public prior to or during the event. The Rotunda would have been a far more ideal place to hold the event in the opinion of City staff.

Approximately 60 attendees were counted by City staff. 48 people signed in. 40 written comments were received: 36 with strong support and 4 with suggestions for improvement or negative comments. There were a number of associates of the applicant team that submitted supportive comments. Generally the writers felt that the new proposal was an improvement on the previously approved DP in 2017. Most people were supportive of the improvements to the exterior spaces for use by the public.

The support for the proposal from 35 of the written comments included:

The green wall, architectural expression, renewal of exterior public space, generous mall entry, neighbourhood fit, siting in relation to the Vancouver Art Gallery, potential energy efficiency, better pedestrian zones

Some felt the proposal was not well blended into the existing architectural expression; that it seemed pasted on. Others felt that the outside public realm lacks activation opportunities like a café or kiosk for drinks. The opportunity for staying and enjoying the space were not optimized. It was pointed out that


the interior mall space within the existing rotunda is not being replaced by the new proposal. Some suggested lifting the retail space one storey above a renewed publically accessible lobby space that would replace the lost rotunda. The lobby would have flexible retail spaces, interior seating and tables. The opportunities for smaller retail spaces in the future or flexibility to accommodate same lost with this design. The loss is perceived as public realm, one that doesn't require buying anything, was sharply felt. Many comments centered on how the application could perhaps find new spaces within the mall entry and lobby to re-invigorate the lost public realm of the rotunda.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

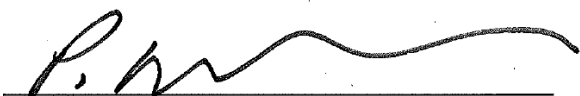
The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires decisions by both the Development Permit Board and the Director of Planning.

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

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



J. Greer
Chair, Development Permit Staff Committee



P. McDonnell
Development Planner



M. Cheng
Project Coordinator

Project Facilitator: J. Freeman

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.1.0 Standard Conditions

A.1.1 confirmation of compliance with Section 6 - Off-street Bicycle Space Regulations of the Parking By-law, as follows:

- i) a minimum of 50% of the required Class A bicycle spaces shall provide for the bicycles to be placed horizontally on the floor or ground in accordance with Section 6.3.13;
- ii) no more than 30% of the required Class A bicycle spaces may be vertical in accordance with Section 6.3.13;
- iii) at least 20% of the Class A bicycle spaces must be bicycle lockers in accordance with Section 6.3.13A;
- iv) each two Class A bicycle spaces must have an electrical outlet in accordance with Section 6.3.21;
- v) a minimum of 12 Class B bicycle spaces on site;

Note to Applicant: Access to the Class B bicycle parking to be stair free.

A.1.2 design development to extend weather protection at mall entry to align with existing weather protection along face of IBM Tower as to allow for continuous pedestrian protection into mall for pedestrians traveling west along West Georgia;

Note to Applicant: The extension of the weather protection might also help address issues of wayfinding for pedestrians traveling west along West Georgia towards the new midblock mall entry.

A.1.3 design development to provide a modicum of weather protection at pavilion CRU front entrance to facilitate everyday activities such as opening and closing umbrellas, doing up jackets, stowing parcels;

A.1.4 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;

A.1.5 provision of a Site Profile Exemption;

Note to Applicant: More information can be found at the following link: <https://vancouver.ca/files/cov/site-profile-exemption-declaration-form.pdf>

A.1.6 design development to identify on the architectural and landscape drawings of any built features intended to create a bird friendly design, also refer to Standard Condition A1.9;

Note to Applicant: Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>

Standard Landscape Conditions

A.1.7 design development to confirm all proposed plant species are suitable for their micro environments (sun / shade, wind, soil volume etc.);

A.1.8 provision of the following materials for the green wall:

- i) further details including but are not limited to soil volume, methods for installation as well as maintenance access capability;
- ii) a maintenance agreement signed by the owner and maintenance company for maintenance in perpetuity;

A.1.9 provision 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> .)

A.1.10 provision of a lighting plan;

A.1.11 provision of a high-efficiency automatic irrigation system for all planted areas;

Note to Applicant: Provide an irrigation plan or notations to confirm.

A.1.12 provision of new street trees adjacent to the development site, where applicable;

Note to Applicant: street trees to be shown on the development permit plans and confirmed prior to the issuance of the building permit. Contact Eileen Curran, Streets Engineering(604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, 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. Call Park Board for inspection after tree planting completion"

A.1.13 provision of confirmed trenching locations for utility connections, avoiding conflict with tree root zones and addition of the following note:

"Trenching for utility connections to be coordinated with Engineering Department to ensure safe root zones of retained trees."

Crime Prevention Through Environmental Design (CPTED)

A.1.14 design development to incorporate CPTED principles, as follows:

- i) ensure natural surveillance throughout pedestrian realm including the underground parking, with glazing into publicly accessible areas such as elevator lobbies, stairs, and storage rooms;
 - ii) underground parking to have 24 hour lighting and walls painted white;
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- iii) pedestrian-scaled lighting to improve safety and security around the building;
- iv) deter nuisance behavior by avoiding hidden alcoves and concealed spaces along the streets and underground, and using lighting and natural surveillance where unavoidable; and
- v) reduce opportunities for graffiti around the building, alcoves, use graffiti deterrent paint and lighten colour of blank facades along base;

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

A.2.0 Standard Engineering Conditions

- A.2.1 provision of building grades as per BG-2016-00066 and interpolated design elevations at all new entrances;
- A.2.2 arrangements to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots 35 and 36, Block 29, District Lot 541, Plan 210 to create a single parcel;
- A.2.3 Arrangements are to be made to the satisfaction of the GMES and the DLS for release of Easement & Indemnity Agreement 58814M (support agreement) prior to building occupancy.

Note to Applicant: Arrangements are to be secured prior to issuance of the development permit, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition at the DP stage.

- A.2.4 provision of a separate application for all public property improvements is required, please submit a copy of an updated landscape plan noting the following off-site improvements:
 - i. removal of the existing layby on Georgia Street including curb, gutter, new front boulevard, sidewalk and any signage adjustments as required;
 - ii. a new front boulevard and sidewalk to the edge of SRW area on the Georgia St frontage that follows the City's "Ceremonial Street – Commercial" streetscape design guidelines;
 - iii. a 1.22m (4'-0") exposed aggregate front boulevard and light broom finish saw cut concrete sidewalk to the edge of the SRW are on the Howe St frontage;
 - iv. a new curb ramp on Howe St at the hotel driveway crossing;
 - v. remove the note referring to new sidewalks as "sandblast finish" shown on drawing L01-01;

Note to Applicant: All new sidewalks are to be City standard light broom finish concrete.

- vi. delete the "Type B and Type C – Granite Stone Paving" shown on City property and within the 5.5m setback/SRW area on the W Georgia St frontage and replace with City standard "Ceremonial Street – Commercial" streetscape sidewalk treatment. (refer to drawing L01-01);
- vii. delete what appears to be "Ceremonial Street" sidewalk treatment on the Howe St frontage from drawing L01-01 and show standard sidewalk;

- viii. upgrade street lighting (roadway and sidewalk) within the extents of the frontage of this DP addition, Howe/W. Georgia intersection lighting to current COV standards and IESNA recommendation;

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 Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code and the Master Municipal Construction Documents (the latest edition)

- ix. should any existing City infrastructure adjacent to the site be damaged during construction activities then the existing infrastructure is to be replaced to current Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code and the Master Municipal Construction Documents (the latest edition). Replacement is to be determined at the sole discretion of the General Manager of Engineering Services;

- A.2.5 provision of notation of the following on the landscape plan:

“NOT FOR CONSTRUCTION”

Note to Applicant: To be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive *“For Construction”* approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details.”

- A.2.6 design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement;

- A.2.7 provision of a plan drawing or photo that shows the existing clothing lockers provided on site for the Class A bicycle parking. Provision of bicycle clothing lockers as per Bylaw;

- A.2.8 modification or replacement of SRW CA6216420 to extend the SRW area adjacent to Howe Street northerly to the edge of the existing driveway, and to extend the SRW area adjacent to W Georgia Street easterly to the office tower;

Note to Applicant: The adjacent SRW area is to be modified to reflect the smaller depth required to provide the required distance of 5.5 m (18') from the back of the new curb. This SRW will be free of any encumbrance at grade such as structure, vents, stairs, planters, walls, door swing, benches, chairs and tables, trees, and bicycle parking.

- A.2.9 arrangements to be made to the satisfaction of the City Engineer for relocation, upgrading or, building design that accommodates this infrastructure. The domestic water service and water meter locations must conform to current Waterworks Standards;

Note to Applicant: There is a 250mm water main running under the proposed development.

- A.2.10 provision of a canopy application for the encroaching portion of roofline over Georgia Street (See A11-03). Canopies must be fully demountable and comply with all applicable requirements of the Vancouver Building By-law (Section 1.8.8);

- A.2.11 provision of a new letter of commitment to address the obligations set out in Recital C(c)(ii)-(iii) of the No-Development Covenant CA4240084 relating to redevelopment of portion of Block 42 prior to occupancy;
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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 that may be contaminated and may be encountered during subsurface work at the site.
 - A.3.2 As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter;
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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 **June 12, 2019**. 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 **January 9, 2020**, 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 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 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
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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.
