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720 Beatty Street (COMPLETE APPLICATION)  
DP-2021-00168 CD-1 (pending enactment)

HS/KH/LEB/JF

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
J. Turecki, Engineering Services  
J. Olinek, Urban Design & Development Planning

**Also Present:**

H. Shayan, Urban Design & Development Planning  
K. Hsieh, Development Services  
L. Beaulieu, Urban Design & Development Planning  
J. Freeman, Development Services

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**APPLICANT:**

Westbank Project Corp.  
1067 West Cordova St. Suite 501  
Vancouver, BC V6C 1C7 Canada

**PROPERTY OWNER:**

CREATIVE ENERGY VANCOUVER  
PLATFORMS INC.  
720 Beatty Street Suite 1 Vancouver, BC V6B 2M1  
Canada

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**EXECUTIVE SUMMARY**

• **Proposal:**

To develop on this site two commercial buildings consisting of one 17-storey building with office, retail and community energy centre use and one 6-storey building with retail use all over 4 levels of underground parking and bike facilities accessed from Beatty Street and Expo Boulevard, subject to Council's resolution of the CD-1 By-Law and approval of the form of Development.

See   Appendix A   Standard Conditions  
      Appendix B   Standard Notes and Conditions of Development Permit  
      Appendix C   Building Review Branch comments  
      Appendix D   Plans and Elevations  
      Appendix E   Landscape Plans  
      Appendix F   Applicant's Design Rationale  
      Appendix G   Conditions of Rezoning (PH minutes)  
      Appendix H   Notification report

• **Issues:** A text amendment to CD-1 is required for the propose increase in height for elevator overruns and stair enclosures

• **Urban Design Panel: Support with Recommendations (5/1)**

**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DP-2020-00168 submitted, the plans and information forming a part thereof, thereby permitting the development of two new commercial buildings consisting of one 17-storey building with office, retail and community energy centre use and one 6-storey buildings with retail use all over 4 levels of underground parking and bike facilities accessed from Beatty Street and Expo Boulevard, subject to the following conditions and approval of a text amendment by Council:

**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 enhance the performance of the site and landscape design and provide an active interface with public realm as follows:**

- i. prioritize transparency at the street level, particularly at lobby entrances and commercial retail uses;

**Note to Applicant:** the intent of this condition is to ensure that visual access at street level would be maintained in all stages of design development;

- ii. ensure that all points of entry, particularly those serving primary site uses, are clearly defined, in order to present an inviting and accessible from the streets and plaza spaces;

- iii. ensure that all at-grade facades 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 presents as highly resolved when viewed from Beatty St. and West Georgia St. public realm, and wherever pedestrians are in close proximity to the building face;

- iv. confirmation that any measures intended to mitigate any potential safety hazards related to the steam head pipes along the West Georgia St frontage will not negatively impact the appearance or utility of the public realm, and

- v. provision of updated information (eg pedestrian flow studies, diagrams, etc.) confirming that the proposed dimensions of open spaces, walkways, and the breezeway sufficiently meet the variable pedestrian capacity demands from BC Place, the Rogers Arena, and other nearby attractions;

**Note to Applicant:** the main intent of this study is to confirm that the proposed open spaces can properly facilitate pedestrians' connection from the plaza and the other parts of the City. Due consideration must be given to address the functionality of these areas at the time of special events at BC Place and the Rogers Arena;

**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

701 Exp Boulevard and 720 Beatty Street			DP-2021-00168	CD-1
	PERMITTED / REQUIRED		PROPOSED	
Site Area <sup>1</sup>			6,869.20 m <sup>2</sup>	
Use <sup>2</sup>	Office Uses Retail Uses Community Energy Centre Use		Office Use Retail Use Community Energy Centre Use	
Height <sup>3</sup>	<u>Sub-area A</u> <u>Maximum</u> Top of roof slab 63.4 m View cone protrusions: Stair enclosure 66.98 m Emission stacks Metro Vancouver Air  <u>Sub-area B</u> 28.7 m		63.11 m 69.30 69.54 m tbv 28.70 m	
Floor Area <sup>4</sup>	<u>Maximum</u> <u>Sub-area A</u> 58,793.00 m <sup>2</sup> <u>Sub-area B</u> 2,809.00 m <sup>2</sup> <b>Site Total</b> 61,602.00 m <sup>2</sup>		60,384.93 m <sup>2</sup> 2,592.00 m <sup>2</sup> 62,976.93 m <sup>2</sup>	
Floor Area Exclusions	Maximum Mechanical shafts 645.00 m <sup>2</sup> Outdoor - DOP discretion 1,570.00 m <sup>2</sup>		945.00 m <sup>2</sup> 1,570.00 m <sup>2</sup>	

*continue with Parking, Loading, etc.....*

	PERMITTED / REQUIRED				PERMITTED			
Parking <sup>5</sup>		Minimum	Maximum					
	non-residential	0	536		29	sp.		
	standard				136	sp.		
	small		134		23	sp.		
	accessible	<u>3</u>			<u>27</u>	sp.		
	<b>Site Total</b>	<b>3</b>	<b>536</b>		<b>186</b>	<b>sp.</b>		
Loading <sup>6</sup>	<u>A</u>	<u>B</u>	<u>C</u>		<u>A</u>	<u>B</u>	<u>C</u>	
	Office	7	5	0		not specified		
	Retail + CEC	<u>0</u>	<u>4</u>	<u>2</u>		<u>not specified</u>		
	<b>Site Total:</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>8</b>	<b>0</b>	
Bicycle <sup>7</sup>	<u>A</u>	<u>B</u>			<u>A</u>	<u>B</u>		
	Office	317	6			not specified		
	Retail	9	6			not specified		
	CEC	<u>4</u>	<u>0</u>			<u>not specified</u>		
	<b>Site Total:</b>	<b>331</b>	<b>12</b>		<b>323</b>	<b>18</b>		
	<u>Class A</u>							
	H	V	L	O	H	V	L	O
	99	17	33	17	200	0	104	19
Passenger <sup>8</sup>	<u>A</u>	<u>B</u>	<u>C</u>		<u>A</u>	<u>B</u>	<u>C</u>	
	Office	5	0	0	0	0	0	
	Retail	0	0	0	0	0	0	
	CEC	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	
	<b>Site Total:</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Notes:**

1. **Note on Site Size and Area:** Site area is based on the provided site survey.
2. **Note on Use:** This application proposes a community energy centre use (CEC) as defined under this CD-1 By-Law as; uses of premises as an energy supply facility that provide heat energy in the form of steam or hot water to buildings through a distribution system.
3. **Note on Height: Note on Height:** As per Section 7.2 and 7.3, elevator overruns, stair enclosures, and mechanical screening protrusions into the Cambie Street view cone (E1), must not exceed 66.98 m. 2 stair enclosures/elevator overruns on the tower building, situated between gridlines 6A and 9A, exceed this limit by approximately 2.32 m and 2.56 m. Standard condition A.1.9 seeks compliance of stair/elevator overrun that protrude over the required height maximum OR a CD-1 text amendment to adjust the height maximum to align with the 2 noted over height structures.

Additionally as per Section 7.13 emission stacks for the Community Energy Centre may protrude into the view cone provided they meet Metro Vancouver air quality standards. Standard Condition A.1.8 confirmation that the emission stacks meet Metro Vancouver air quality standards.

4. **Note on Floor Area:** As per Section 3.1 of the CD-1 By-Law, this site is to consist of two sub-areas (A and B) for the purpose of determining maximum permitted floor area.

The tower building, including part of the underground parking levels, located in sub-area A, exceed the maximum permitted floor area by approximately 1,591 sq. m.

The community energy centre, workshop, storage and office floor areas located at, below grade, are considered floor area, and account for the floor area overage. In addition, the total mechanical area excluded exceeds the maximum permitted by approximately 300 sq. m. The numbers noted on the technical table already account for these floor area overages. Standard Condition A.1.9 seeks compliance of floor area in sub-area A.

The pavilion building including part of the underground parking level comply with the maximum floor area in sub-area B.

5. **Note on Parking Spaces:** Required parking spaces was calculated per Sections 4.3.3 to 4.8.4, non-residential downtown parking rates, of the Parking Bylaw. The total parking spaces proposed complies with the required site total and accessible parking spaces.
6. **Note on Loading Spaces:** Required loading spaces was calculated per Section 5.2.5 and 5.2.7 of the Parking Bylaw, and calculated per use. Community energy centre use is calculated as a similar use to utility use for purposes of calculating loading, bicycle and passenger spaces. The application requires an additional 1 Class B and 2 Class C loading space, based on the current floor areas proposed and prior to any Transportation Demand Management Plan (TDM) variances. Floor area changes and TDM evaluations may affect loading requirements. Standard Condition A.1.11 seeks confirmation of compliance in coordination with TDM requirements. (Refer to Standard Engineering conditions if any)
7. **Note on Bicycle Spaces:** Required bicycle parking was calculated per Section 6.2.4.1, 6.2.5.1, and 6.2.6.1. This application requires an additional 8 Class A bicycle spaces prior to any TDM variance. Standard condition A.1.10 seeks compliance with bicycle class A requirements. Floor

area changes and TDM evaluations may affect bicycle space requirements in coordination with TDM requirements. Standard condition A.1.11 seeks confirmation of compliance in coordination with TDM requirements. (Refer to Eng conditions if any)

8. **Note on Passenger Spaces:** Required passenger spaces was calculated per Section 7.2.4.1, 7.2.5.1, and 7.2.6. The proposed 6 Class A passenger spaces exceed the required maximum 5 spaces. Standard Condition A.1.10 seeks confirmation of compliance in coordination with TDM requirements. (Refer to Eng conditions if any)

• **Legal Description**

Lot: Lot 8 & 222  
 Creative Energy  
 Vancouver Platform  
 Plan: EPP104419

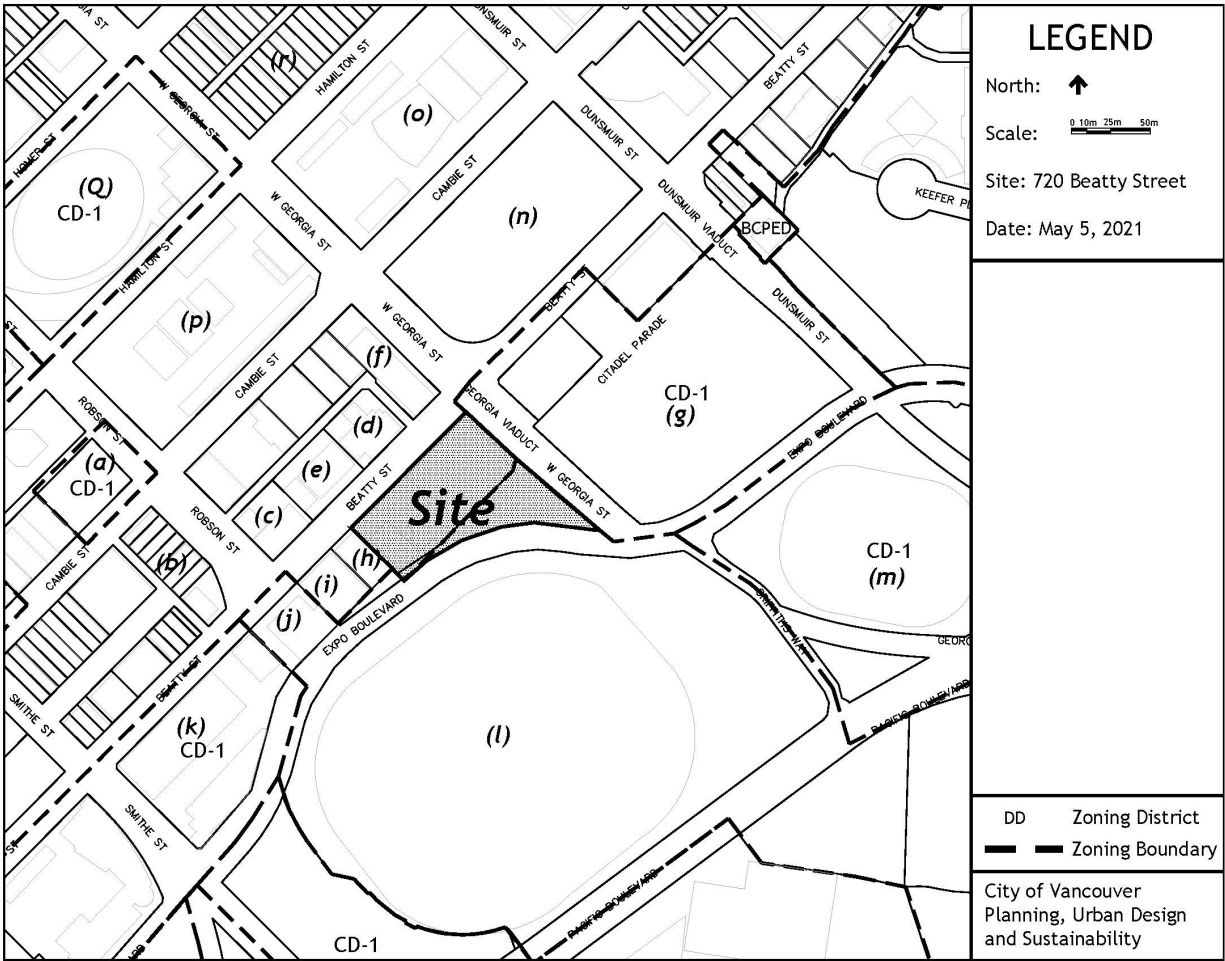
• **History of Application:**

February 18, 2021 Complete DP submission  
 April 28, 2021 Urban Design Panel  
 June 9, 2021 Development Permit Staff Committee

• **Site:** The site is comprised of two lots located on or near the southeast corner of the intersection of West Georgia and Beatty Streets. a rectangular shaped lot at 720 Beatty Street, zoned Downtown District (DD) and is within Area “C1” and a triangular-shaped lot addressed as 701 Expo Boulevard is zoned B.C. Place/Expo District (BCPED) and is located in Area 11 of the False Creek North Official Development Plan. There is an 11 m (36 ft.) grade drop (the escarpment) across the site from Beatty Street down to Expo Boulevard.

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

- |     |  |  |
|-----|--|--|
| (a) | 821 Cambie Street                                | 22-storey residential building   |
| (b) | 118-150 Robson Street                            | 29-storey mixed-used building  |
| (c) | 111 Robson Street                                | 14-storey hotel, Hampton Inn & Suites  |
| (d) | 733 Beatty Street                                | 13-storey hotel, YWCA Hotel  |
| (e) | 773 Beatty Street                                | 12-storey hotel, Georgian Court Hotel  |
| (f) | 180 W Georgia Street                             | 15-storey hotel, Sandman Hotel Downtown  |
| (g) | 605 Expo Boulevard and various other addresses   | Multiple residential towers, approximately 32-storey in height (Spectrum Towers), all above a Costco Store |
| (h) | 780 Beatty Street                                | 4-storey office building, Class B Heritage Building  |
| (i) | 788 Beatty Street                                | 4-storey office building   |
| (j) | Terry Fox Plaza                                  |  |
| (k) | 808 Beatty Street                                | 7-storey office building   |
| (l) | BC Place Stadium                                 |  |
| (m) | Rogers Arena West Tower and Rogers Arena Stadium | 25-storey rental apartment building with office and commercial uses  |
| (n) | 610 Cambie Street                                | Current surface parking lot and future site of the Vancouver Art Gallery                                   |
| (o) | 675 Cambie St. zone DD,                          | 4 (or 6)-storey, Queen Elizabeth Theatre   |
| (p) | 700 Hamilton St.                                 | 6-storey office building, CBC Vancouver  |
| (q) | 345 Robson St and 300 W Georgia St.              | 21-storey office building, Vancouver Public Library  |
| (r) | 658 Homer St. Development, Amazon building       | 13-15-storey office building, Canada Post Office Re-   |



• **Background:**

A development permit application was submitted on February 18, 2021 for the development of this site under CD-1 rezoning. The proposal spans two lots (consolidated), and comprises a 17-storey office building with retail, office lobby, community energy centre at grade facing Beatty Street and West Georgia Street and 6-storey commercial building (entertainment pavilion) fronting West Georgia Street all over four levels of underground parking and loading. Two buildings are separated by a 20 ft. wide pedestrian connection that provides open pedestrian access from W. Georgia St.

The site is located on West Georgia Street at the far east end of downtown, just west of the Georgia Viaduct eastbound ramp. This location is a junction where a mix of office, hotel and residential buildings meet with the western edge of the entertainment district, anchored by the two stadiums.

Staff have determined that this development responds to the main driven principles of this vibrant location such as relationship with the New Art Gallery, Terry Fox Plaza, BC Place, and Rogers Arena. It will also contribute retail space, entertainment spaces, and enhanced public realm for the re-designed W. Georgia St. following demolition of the viaduct.

The proposal was reviewed by the Urban Design Panel on April 28, 2021 and was supported with recommendations.

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

- CD-1(pending) By-Law approved by council on September 15, 2020
- Northeast False Creek Plan (2018)
- False Creek North Official Development Plan (1990)
- Downtown Official Development Plan (1975)
- Metro Core Jobs and Economy Land Use Plan (2009)
- Vancouver Economic Action Strategy (2011)
- Council-Approved Protected Public Views and View Protection Guidelines (1989, last amended 2011)
- Sustainable Large Developments Policy for Rezoning (2018, last amended 2020)

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

***Introduction***

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

The proposal significantly improves the quality of public life at this unique location by contributing benefits through distinct Urban Design responses including:

- Activating the public realm
- Creating a new pedestrian network
- Proposing a gateway building
- Upgrading Expo. Boulevard
- Unique office offering
- Demonstrating green building leadership

The detailed notes can highlight the consistency of the proposal and policies and plans as the following:

***CD-1 (pending) By-Law***



Use and Density: the proposed uses conform to the provisions of the pending CD-1 by-law. The proposed density in Sub-Area “A” exceeds the permitted density in the by-law, as noted in the Technical Analysis. Staff seeks further confirmation of density through noted Standard Condition A.1.10.

Height: the proposed height exceeds the permitted height in the CD-1 bylaw by approx. 2.56 m for stair enclosures and elevator overruns. An amendment by council to the CD-1 is required per Standard Condition A.1.9.

### ***Northeast False Creek (NEFC) Plan***

In February 2018 Council approved the NEFC Plan as a guiding policy framework for the development of an inclusive and sustainable waterfront with a mix of residential and commercial uses as part of the new Events and Entertainment District.

This development complies with the intent of the plan by providing substantial opportunity for public life focus on a clear fine grain network of streets and public spaces. It also contributes retail, entertainment space, engaging public realm, in the form of new building typology, which celebrates events and activities in this area particularly at BC Place and in West Georgia St.

### ***False Creek North Official Development Plan (FCN ODP) - Adopted by Council in 1990***

The intent of the plan is to achieve a high standard of design and development within a number of residential neighbourhoods, parks, public facilities and commercial areas within False Creek North.

Organizing design principles for False Creek North includes the following:

- Integrate with the City
- Build on the Setting
- Maintain the Sense of a Substantial Water Basin
- Use Streets as an Organizing Device
- Create Lively Places Having Strong Imageability
- Create Neighbourhoods
- Plan for All Age Groups with a Particular Emphasis on Children

It is also intended that the buildings and semi-public and semi-private open spaces should be designed and detailed to complement the design of the public realm. Aspects to consider include, but are not limited to paving; lighting; planting; driveway crossings; pedestrian entrances and walks; seating; display windows; weather protection; garbage storage; and, loading facilities. In addition to park designs and the normally required street designs, special public realm designs shall be prepared for:

Georgia Pedestrian Link, a pedestrian connection generally within the Georgia Street alignment from the corner of Georgia and Beatty Streets to Pacific Boulevard.

This application complies with the intent of the plan in terms of public realm strategies and form of development. The proposed use, built form, and circulation patterns encourage non-residents to visit the area and move through its various sub-areas.

The proposed retail uses at the ground level of both buildings successfully provides active commercial frontages along Beatty St., W. Georgia St., and proposed plaza. The proposed public plaza successfully creates active and engaging outdoor spaces for public. The landscape features including forest gardens, enhanced user experience on the plaza and improve interface with both street. The building massing design generally meets the objectives by creating distinctive architectural expression and high degree of architectural details.

### ***Downtown Official Development Plan – In 1975***

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 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 also located at *Central Business District* and was approved by Council to be rezoned from DD to CD-1 under enabling *Rezoning Policy for the CBD and CBD Shoulder*, which was introduced to allow downtown sites to be considered for additional height and density for non-residential buildings. The policy permits an intensification of land uses to allow the City to close the gap in job space availability and to improve the economic climate.

### ***Metro Core Jobs and Economy Land Use Plan – In 2007***

This land use plan identified a shortfall in job space, and that zoning and policy changes would be required to meet Vancouver's 30-year economic needs. The Plan identifies unique sub-areas in the Metro Core and associated policy directions for each. The CBD sub-area is identified as the region's premier business and cultural district with policies to increase opportunities for new hotels, restaurants, retail, cultural venues, and other business support services. The goal is to intensify development capacity for future job growth and economic activity in the Metro Core.

This application would help to advance the City's economic development objectives through the creation of new office and job space in the Central Business District (CBD), which is necessary to attract large creative economy tenants to Vancouver.

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

The subject site falls under four of Council-approved protected public views, and is most impacted by view cone E1 (Cambie Bridge). This view cone restrict the overall building height for both buildings. At the rezoning, Also staff approved that proposed appurtenances above the office building in sub-area "A" including the elevator overruns and district energy stacks to be projected into view cone E1 by up to 6.5 m (21.5 ft.). No further intrusion is introduced in Development permit application.

### ***Sustainable Large Developments Policy for Rezoning***

Large developments are expected to demonstrate leadership in sustainable design. Large developments include land parcels in excess of 8,000 sq. m (1.98 acres) or more and/or contain 45,000 sq. m (484,375 sq. ft.) or more of new development floor area. It is expected that large developments will use an integrated design approach and employ district-scale solutions where appropriate. This policy applies because the floor area proposed exceeds the 45,000 sq. m threshold.

Staff have determined that this application sufficiently complies with the intent of this policy by providing sustainable strategies in upgrading the existing Creative Energy steam plant, form and massing, materiality and landscape design.

**Response to Rezoning Conditions:**

Only conditions with significant remaining issues are included below.

*Rezoning Condition 1.1: Provision to ensure that the height and appurtenances projecting into the Cambie Street and Cambie Bridge view corridors do not exceed the height presented on the application drawings dated March 17, 2020.*

*Note to Applicant: Staff expect that there will be no increased height to the current projections into the view corridors and where possible the applicant will reduce these projections.*

**Applicant Response:**

The drawings submitted comply with the approved allowable appurtenances into View cone E1. The building sits beneath all other View cones applicable to this site.

**Staff Assessment:**

The proposed height exceeds the permitted height in the CD-1 bylaw by approx. 2.56 m for stair enclosures and elevator overruns. An amendment by council to the CD-1 is required per Standard Condition A.1.9.

*Rezoning Condition 1.2: Provision to maintain or improve the high quality design of the façade. Note to Applicant: At time of development permit, drawings are expected to demonstrate constructability and the materiality of the proposed façade treatment.*

**Applicant Response:** two main materials will define the facade of 720 Beatty: reflective glass and metal panels. For pavilion, the durable rose gold stainless steel is considered as primary cladding material, which demonstrates more contrast with the office building as background. This material also provides continuity between outdoor and indoor of pavilion. More details are provided in the application.

**Staff Assessment:**

This condition has been successfully met through the proposal.

*Rezoning Condition 1.4: Provision for design development to adjust the breezeway width, height, materiality, lighting and adjoining uses in order to address the possible CPTED concerns.*

*Note to Applicant: Based on a more detailed CPTED review during development permit application, some reduction in floor area might be required to increase the perceived width and/or height of the breezeway and/or reduce its perceived length, in order to address the requirement to create a safe and secure breezeway.*

**Applicant Response:**

Additional information and views have been provided on the breezeway and experience within the breezeway. Addressing concerns for perception of safety and ensuring visual connection between the plaza and Beatty Street, the breezeway maintains a 6 meter minimum width (one meter wider than rezoning application), with no door swing encroachments.

**Staff Assessment:**

This condition has been successfully met through the proposal. Some other changes including the bridge massing and materiality modifications, illuminated pavers and overhead lighting have been entertained to address staff's concerns.

Staff also requested for updated information confirming that the open spaces, including breezeway, sufficiently facilitate pedestrian flow in the plaza, refer to recommended condition 1.1.iv

## Form of Development

The unique 'S'-shaped floor plan of the proposed building provides a built form which, when viewed from the street, gives visual relief to the overall form and height of the building. The rounded corners and folds of negative space help to reduce the overall amount of building mass that is presented against the neighbouring public realm. Furthermore, required building setbacks from the Georgia Street property line, and for the fourth storey and above from the southern shared property line, also help to reduce the building mass, while allowing partial views and sunlight penetration.

The complex and visually interesting form and massing of the entertainment pavilion on subarea B is viewed by staff as a positive addition to the public realm. Its sighting adjacent to the larger open public spaces allows it to be viewed in the round and is appropriate to its pavilion form and uses. The proposed office building, entertainment pavilion and new façade along Expo Boulevard, all illustrate a highly complex and sophisticated façade articulation.

## Public Realm & Landscape rationale

The application proposes an extensive and multifaceted public realm which will allow for a series of access and exit points for pedestrian flows to and from BC Place. The plaza deck is proposed to align with both the existing condition of the Georgia Viaduct and proposed future road ramp alignment of West Georgia Street. Additionally, the curved nature of the building design creates a number of small gathering spaces, plazas and breezeways. A series of "Forest Regeneration Gardens" are proposed, linking Beatty and Georgia Streets while providing openings to visually connect to BC Place Stadium. These gardens, as well as the semi-private roof deck of the entertainment pavilion, create places for public life and provide ecological and educational benefits.

### • Conclusion:

The application generally meets the intent of the applicable policies and bylaws and offers a new plane of public realm for circulation and place making. The proposed design represents a high quality of architectural and landscape design that is consistent with the intents of the *Downtown Official Development Plan*, *False Creek North Official Development Plan* and other policies and guidelines, and is commensurate with the visibility and uniqueness of this location.

The application conforms to the form of development in the 2021 approval in principle by the Development Permit Board and to the CD-1 zoning for the area, except as noted under the CD-1 (pending) section of the Response to Applicable By-laws and Guidelines

Staff conclude that the proposed building will contribute positively to the community and character of this neighbourhood.

## URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on April 28, 2021, and provided the following comments:

### **EVALUATION: Support with No Recommendations: (5/1 Support)**

#### • **Introduction:**

Development planner, Hamid Shayan, began by noting this is a proposed DP application after rezoning to develop a 17-storey office building with retail at grade facing Beatty Street and West Georgia Street and 6-storey commercial building (entertainment pavilion) fronting West Georgia Street; all over four levels of underground parking and loading having access from Beatty St. and Expo. Blvd. This is the second panel and the first one as DP. This presentation is aiming to highlight design modifications from rezoning to DP subject of addressing the panel's previous comments.

The site is comprised of two lots; a rectangular shaped one at 720 Beatty Street, zoned Downtown District (DD) and is within Area "C1 and a triangular-shaped lot addressed as 701 Expo Boulevard, is zoned B.C. Place/Expo District (BCPED) and is located in the False Creek North Official Development Plan.

The proposal at rezoning was reviewed and supported by the Urban Design Panel on April 17, 2019. The Panel suggested that the public realm design at Beatty and Georgia Streets be expanded to include an increased and more purposeful public space near the intersection. Additionally, the Panel sought design development to the rooftop massing.

The proposed application addressed the previous UDP concerns as follows:

- extending the office plaza to the both corners to increase the indoor visibility to the entire frontage;
- providing more setbacks from Beatty St. and W. Georgia St. to entertain public space in the form of a timber seating feature which allows pedestrian flow along the corner;
- the steam headers have been re-routed to allow for maximum possible pedestrian flow underneath also can be treated as public art features;
- This new facade will take the materiality of the building at grade and apply it along Expo Boulevard; also, this application is providing localized openings at the BC Place Concourse level to provide direct visual connection between Expo. Blvd. and the Plaza space above;
- a series of landscape modifications have been proposed in DP stage as:
  - o An organic floor of crushed stone aggregate,
  - o Lighting including Linear inlay lighting
  - o Gardens with integrated seating and gathering area
  - o Roof garden
  - o Streetscape
- new design still maintained the pedestrian linkage from the plaza and the rest of the city including Georgia Street along the new retail pavilion, Beatty St through breezeway and the retail frontage and the BC place. In addition, the connection from Terry Fox plaza and the new plaza has been entertained through Beatty St. passing existing heritage "B" building and the existing BC place concourse.
- the breezeway maintains a 6 meter minimum width (one meter wider than rezoning application), with no door swing encroachments. Some other changes including the bridge massing and materiality modifications, illuminated pavers and overhead lighting have been entertained to address panel's concerns.
- at the rooftop, more protections for mechanical equipment and energy stacks such as screening and landscape is proposed which are integrated with three roof terraces provide views across Vancouver's skyline. Wood terraces and a perimeter running track looping around the building support recreation and gathering areas.
- with all the design changes there is no change of shadowing impact on the future Vancouver Art Gallery;
- more materiality and details refinements have been proposed in DP application

The planning team then took questions from the panel.

**Public Realm**

1. Please provide feedback on the overall evolution between rezoning and development permit on the following:
  - a. The quality of the public realm and building interface at Beatty St., W. Georgia St, and Expo. Blvd;
  - b. The overall performance of introduced plaza area and breezeway connector as an active and inviting pedestrian link.

**Overall Design Development and Materiality**

1. Please comment on the overall evolution of the proposed building design between rezoning and development permit, particularly at :
  - a. Recognize prominence of the corner at W. Georgia & Beatty St. as an increased and more purposeful public space near the intersection;
  - b. Architectural and landscape distinctive design elements of roof top massing;
2. Does the proposed material palette serve to enhance the overall design concept demonstrated at the time of the rezoning application?

- **Applicant's Introductory Comments:**
- **Panel's Consensus on Key Aspects Needing Improvement:**
- **Related Commentary:**  
There was general support by the panel.
- **Applicant's Response:** The applicant team thanked the panel for their comments

## **ENGINEERING SERVICES**

### **ENGINEERING SERVICES**

As a condition of rezoning and amendment to the CD-1 bylaw, arrangements are being made to deliver public statutory rights of way and infrastructure improvements. These improvements include, but are not limited to, setbacks and public realm improvements that will provide for public access through the site and help facilitate pedestrian flow during large stadium events.

The development fronts onto the existing Georgia Viaduct and needs to respond to the existing conditions while accommodating future integration with the proposed Georgia Ramp that will be delivered as part of the NEFC Plan. As such, design development requires close coordination between the applicant and 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 for Crime Prevention through Environmental Design 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**

The recommendations of Building Review Branch are contained in the prior-to conditions noted in Appendix C attached to this report.

## **NOTIFICATION**

A Development Permit application sign was installed on the property on April 28, 2021. Approximately 1364 notification postcards were distributed within the neighbouring area on May 7, 2021. Notification and application information, as well as an online comment form, was provided Shape Your City webpage for the application. More information can be found in Appendix H

**Virtual Open House** from May 7 through May 28, 2021

Overall support for the application was 66% with 11% mixed and 23% in opposition. Comments came from throughout the City as well as from residents of other communities. 46 residents wrote in to the virtual open house and during the DP review process with their responses. Approximately 140 people visited the site to find out more information. Please see more details in Appendix H

Summary of questions and comments from the public:

*I am a neighbor living in a townhouse around 100m from the plant. The plant causes constant rumbling low frequency and high-energy noise at around 80-85 dBC (which city bylaws don't protect me from because it's not caused by a music amplification device but mechanical equipment, which on its own is preposterous). The new building cannot be as noisy and both dBA and dBC weighting limits have to be defined and enforced.*

**Staff Respond:** The development will meet the requirements of the By-laws relating to acoustic emissions. Please see Standard Condition A.1.3 relating to acoustics.

*We welcome the new addition to our neighbourhood. The design is fabulous and will anchor the corner beautifully*

*We have been waiting for a long time to upgrade the energy plant in order to greatly reduce pollution. Furthermore, Beatty street needs a bit of revitalization with this architecturally pleasing office building bringing jobs and supporting services. Entertainment component is appropriate to the area keeping in mind its proximity to the BC Place and Rogers Area.*

*Please ensure the City, the developer and the general contractor cause no to very minimal disruption to taxpaying residents in the area of 720 Beatty. Many thanks!*

**Staff Respond:** The developer will submit a construction plan to Engineering for review and approval in advance of the issuance of Building and/or Street Use Permits.

*Your site mentions 2 towers, a 17 story and a 5 story, but the picture shows two 17 story towers, what gives?*

**Staff Respond:** There are, in fact, two distinct buildings. The larger building of 17 storeys is double lobed "S" form with a breezeway cutting through at the ground floor level. The second building, to the south, is 5 storeys tall.

*I fully support this development. It will change the look of this forgotten side of the town. The current building is an eye sore and along with the homeless/supporting buildings on Cambie, they attract a lot of drug users. I am hoping that the new project will improve the safety of our neighbourhood.*

*It looks like a beautiful building. I just question if we need more office space. Maybe the trend is going to continue to work from home as much as possible. Is this good use of space? Maybe we can blend office with some housing.*

**Staff Respond:** The proposed commercial office building with retail uses will respond to the conditions of approval recommended by staff including potential security issues. Please see Standard Condition A.1.21.

*Not a fan; the horrible casino can be destroyed; this building is another horrible overdone harbour area space. More parks...*



*I believe this is a plus for this neighbourhood. Live in the area and would love to see more happening so the idea of an entertainment area is intriguing. Also adding in some new and interesting architecture is a plus.*

*I don't believe this building fits what is needed for that area of Downtown Vancouver. With it's location I would prefer to see something that would support the entertainment and events industry more to make it a hub for gathering for events and bring more tourism back to the city and provide leisure for citizens.*

**Staff Respond:** The developer proposed a 5-storey pavilion with food and beverage services as well as retail at the base of the main 17-storey building. The design rationale is to serve multiple purposes but to add to the public realm and entertainment milieu of the downtown core. Please see Appendix F.

*I believe this adds a lot to the architecture in the area. It brings something different and helps create some kind of entertainment area just by the stadium, Rogers Arena, the CBC, etc. Not so much more noise since the stadium is still the main attraction around there and it already brings a lot of people in the area. It has bike and parking lots + it's straight downtown, so walkable distance from everything.*

*That cool and all but when are you going to make affordable housing and stop people from buying that are already exploiting the market?*

**Staff Respond:** The proposal is a mixed-use office and retail building but the Council approved rezoning requires a Community Amenity Contribution (CAC) of **\$4,739,286** to be allocated towards childcare and/or affordable housing in and around the Metro Core area" Please see the recommendations and Public Hearing Minutes contained in Appendix G

*...We live in an earthquake zone and a major earthquake is predicted to erupt locally within 30 to 50 years. Should we not be building with wood and concrete and other plant-based materials? Glass flies when it comes crashing down, whereas the weight of wood and concrete will by its nature drop more quickly and more locally, likely. We should be building in so many ways with earthquakes in mind. Also, national scientific reports call for an end to construction of glass buildings in earthquake zones.*

**Staff Respond:** The Building review Branch will review the structural and building permit submissions to ensure the proposal meets or exceeds the requirements under Vancouver's Building By-Law. Please see related comments contained in Appendix C

*The only plus I can find in this design is that it will upgrade the steam plant. The timber garden is so wrong at a time - a climate crisis - when we're trying to conserve as many forests as we can to help cleanse our air. Yet again, another structure that doesn't offer housing for the lower and middle classes.*

**Staff Respond:** The proposal includes a significant addition of trees to the site adding to the City goals to increase canopy cover in urban areas. Please see Standard Conditions A.1.16 – A.1.20 from Landscape Planning.

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law and Downtown District 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.

The Staff Committee supports this proposal subject to the conditions contained in this report and Council approval of a text amendment for height.

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J. Greer  
Chair, Development Permit Staff Committee

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H. Shayan  
Development Planner



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K. Hsieh  
Project Coordinator

Project Facilitator: John 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 Standard Conditions

#### Urban Design Conditions

A.1.1 the pending CD-1 By-Law can and does become enacted by City Council, and the proposed form of development can and does become approved by City council.

A.1.2 Design development to the rooftop as follows:

- i. introduction of design measures intended to mitigate potential noise and privacy concerns for nearby residents from the rooftop running track;

**Note to Applicant:** suggested design strategies include but are not limited to increasing the setback from the edge of the building, adding enhanced, architecturally integral screening or other similar measures;

- ii. design development to the architectural appurtenances, hedges, and other rooftop features to more closely relate in form to the curvilinear massing of the building is strongly encouraged;

**Note to Applicant:** as there are numerous high-rise office, hotel, and residential buildings nearby, consideration should be giving to the appearance of the rooftop features and appurtenances from aspects overlooking the site;

A.1.3 provision of air quality, ventilation, and lighting studies pertaining to the proposed enclosure of the remaining open air space along Expo Blvd. as per the rezoning application conditions 1.13;

A.1.4 confirmation of intent to maintain the general building forms, and architectural expression as illustrated and to maintain the high quality materials and level of detailing implied and necessary to accomplish and construct the proposed design aesthetic;

**Note to Applicant:** This includes the general sculptural qualities of form, the expression and tectonic language of the glass and metal panels, reveals, resolution of curved glass with minimal use of facets, and durability of color pallet;

A.1.5 provision of architecturally integral signage strategy;

**Note to Applicant:** signage must be designed to integrate sympathetically with the architectural expression, and should provide for enhanced pedestrian experience of the public realm. Contact for sign bylaw review and application;

A.1.6 confirmation that the adjacency of the entertainment pavilion with the office building is achievable as proposed without significant design development to comply with the *Vancouver Building By-Law*;

**Note to Applicant:** alternate solutions should be considered to ensure that the percentage of glazing proposed with the DP Application is maintained through future stages of project development.

- A.1.7 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, and provide a design rationale for the features noted. For more information, see the guidelines at <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

#### Development Review Branch Conditions

- A.1.8 compliance with Section 7.2 and 7.3 (Height) of the CD-1 By-Law;

**Note to Applicant:** Reduce roof stair enclosure and elevator height to meet view cone protrusion requirements or apply for text amendment to increase height limitation to include these structures. Provide documentation and notation on plans, which verify that emission stacks for the CEC, meets Metro Vancouver Air quality standards.

- A.1.9 compliance with Section 6.1 (Floor Area and Density) of the CD-1 By-Law;

**Note to Applicant:** Provide updated floor area verification plans to include at and below grade areas for CEC, workshop, storage, and office areas to illustrate compliance. Per Section 6.4 (d) only at or below grade mechanical spaces not used for CEC is eligible for floor area exclusions. Clearly identify sub-area A and B at the below grade levels.

- A.1.10 confirmation of compliance with Sections 4 to 7 (Parking, Bicycle, Loading and Bicycle Spaces) of the Parking By-Law;

**Note to Applicant:** Provide technical data including the required By-Law minimums and maximums, TDM variances and proposed number and size of parking, loading, bicycle, and passenger spaces. Reference relevant sections of the Parking By-Law and coordinate with TDM requirements.

- A.1.11 design development to locate, integrate and full screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meter in a manner that minimizes their impact on the building's open space and the public realm;

- A.1.12 deletion of references to outdoor seating on the ground floor on plans, or notation that "Outdoor seating is shown for reference only and requires a separate permit";

- A.1.13 provision of a vertical vent space to accommodate any future proposed restaurant exhaust from the retail ground floor levels, and any other kitchen areas of the building;

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

- A.1.14 provision of revised drawings package, which includes the following:

- iii. All building dimensions, setbacks and yards are to the outside of cladding;
- iv. 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";
- v. The acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations"; and

- vi. Adequate and effective acoustical separation will be provided between the residential and non-residential portions of the building”;

### Landscape Conditions

- A.1.15 verification of soil volumes located in the plaza planters and rooftop to ensure long term tree/plant health;

**Note to Applicant:** refer to Rezoning condition 1.12 (Landscape). This can be done by providing a soil volume overlay sheet for the site and dimensioned, detailed sections with special attention to planters on slab in the plaza area;

- A.1.16 provision of an arborist report or equivalent to comment on the suitability of tree species proposed for the rooftop planters and the plaza perimeter;

**Note to Applicant:** the root systems of cherry tree species may not be suitable for intensive planter applications on rooftops. Dawn Redwood trees proposed at the plaza perimeter may need special planting and growing conditions.

- A.1.17 provision of high efficiency irrigation for all planted areas and individual hose bibs for all amenity areas;

**Note to Applicant:** provide a separate partial irrigation plan (one sheet size only) that illustrates symbols for hose bib and stub out locations. There should be accompanying written notes on the same plan and/or landscape plan describing the intent and/or standards of irrigation.

- A.1.18 application of the principles of the City of Vancouver, Bird-Friendly Design Guidelines for the protection, enhancement and creation of bird habitat and to reduce potential threats to birds in the City;

Note to applicant: refer to

<http://council.vancouver.ca/20150120/documents/rr1attachmentB.pdf>

<http://council.vancouver.ca/20150120/documents/rr1attachmentC.pdf>

- A.1.19 provision of new street trees adjacent to the development site, where applicable;

**Note to Applicant:** refer to Standard Condition A2.24 c). 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 in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

### Crime Prevention Through Environmental Design (CPTED)

- A.1.20 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;
- iii. avoid deep alcoves and concealed spaces; and
- iv. reduce opportunities for graffiti around the building with graffiti deterrent paint, planting, murals or artworks on blank walls;

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

## Arts, Culture and Community Services Conditions

- A.1.21 provision of three (3) food assets as per Sustainable Food Systems requirements of the Rezoning Policy for Sustainable Large Development.

**Note to Applicant:** Please refer to Rezoning Condition 1.17. Please contact Caitlin Dorward at: [caitlin.dorward@vancouver.ca](mailto:caitlin.dorward@vancouver.ca) More information available here: <https://bylaws.vancouver.ca/bulletin/bulletin-sustainable-large-developments.pdf>

## A.2 Standard Engineering Conditions

- A.2.1 Update drawings to match future design of Georgia Street ramp condition where applicable.

**Note to Applicant:** Landing on Georgia Street does not reflect the NEFC IFT designs. The bike lane shown on the east side of Georgia is not part of the Georgia Ramp design.

- A.2.2 design development to provide additional breezeway width;

**Note to Applicant:** A minimum 6m clear width is required along the breezeway and door swings are reducing the clearance width.

- A.2.3 provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement, including the following:

- i. Automatic door openers for all doors providing access to Class A bicycle storage.
- ii. Minimum 1.5m aisle width for all oversized Class A bicycle spaces.
- iii. Remove all oversized Class A bicycle lockers, as oversized lockers are not accepted.
- iv. Wayfinding signage for the Class B bicycle parking on P3 and note the location on the plan drawings.
- v. Relocate the Class B bicycle parking on the plaza level to a more convenient and visible location for public use.
- vi. Updated drawings numbering all Class A and Class B bicycle spaces on the drawings including the aisle widths providing access to the spaces.
- vii. Drawings that show 2 people and 1 bicycle in each elevator to demonstrate bicycles and people can use the elevators comfortably.
- viii. Separate bicycle button to be provided to all floors requiring bicycle access to allow users to call the bicycle elevators directly.

- ix. Provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.

**Note to Applicant:** Racks must be usable for all ages and abilities.

A.2.4 provision of improved access and design of loading spaces and compliance with the Parking and Loading Design Supplement, including the following:

- i. The slope of the loading bay must not exceed 5%;

**Note to Applicant:** Slopes are required to be provided on the parking plan drawings for all loading spaces.

- ii. 2.3m (7' 6 1/2") of vertical clearance is required for access and maneuvering to all Class A loading spaces. Overhead projections into loading spaces are not permitted; and

**Note to applicant:** Note all vertical clearances from the security gate to the loading spaces on the parking plans.

- iii. Provision of Class B loading space P3 1.8 from the TAMS in recommended location on all architectural plans.

A.2.5 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 the following:

- i. Provision of minimum 6.6m for all maneuver aisle widths for all standard size and accessible and loading spaces.

**Note to Applicant:** Any maneuvering lower than 6.6m in width will require the space to be designated as a small car space.

- ii. Vertical clearance of overhead projections into vehicle parking spaces must not be less than 1.2m (4') and projection into the space must not be more than 1.2m (4').

- iii. Provision of vehicle parking spaces as per the Parking By-Law and design guidelines. Note to Applicant: There are spaces on the architectural drawings that do not meet our design guidelines. Eg. CS1 P3-007 (minimum 5.5m length required)

- iv. Provision of parabolic mirrors at the top and bottom of all ramps for improved visibility.

A.2.6 Notation of the 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.
- ii. Loading layout approved, subject to compliance with approved Loading Management Plan.

A.2.7 provision of the following information is required for drawing submission to facilitate a complete Transportation review:

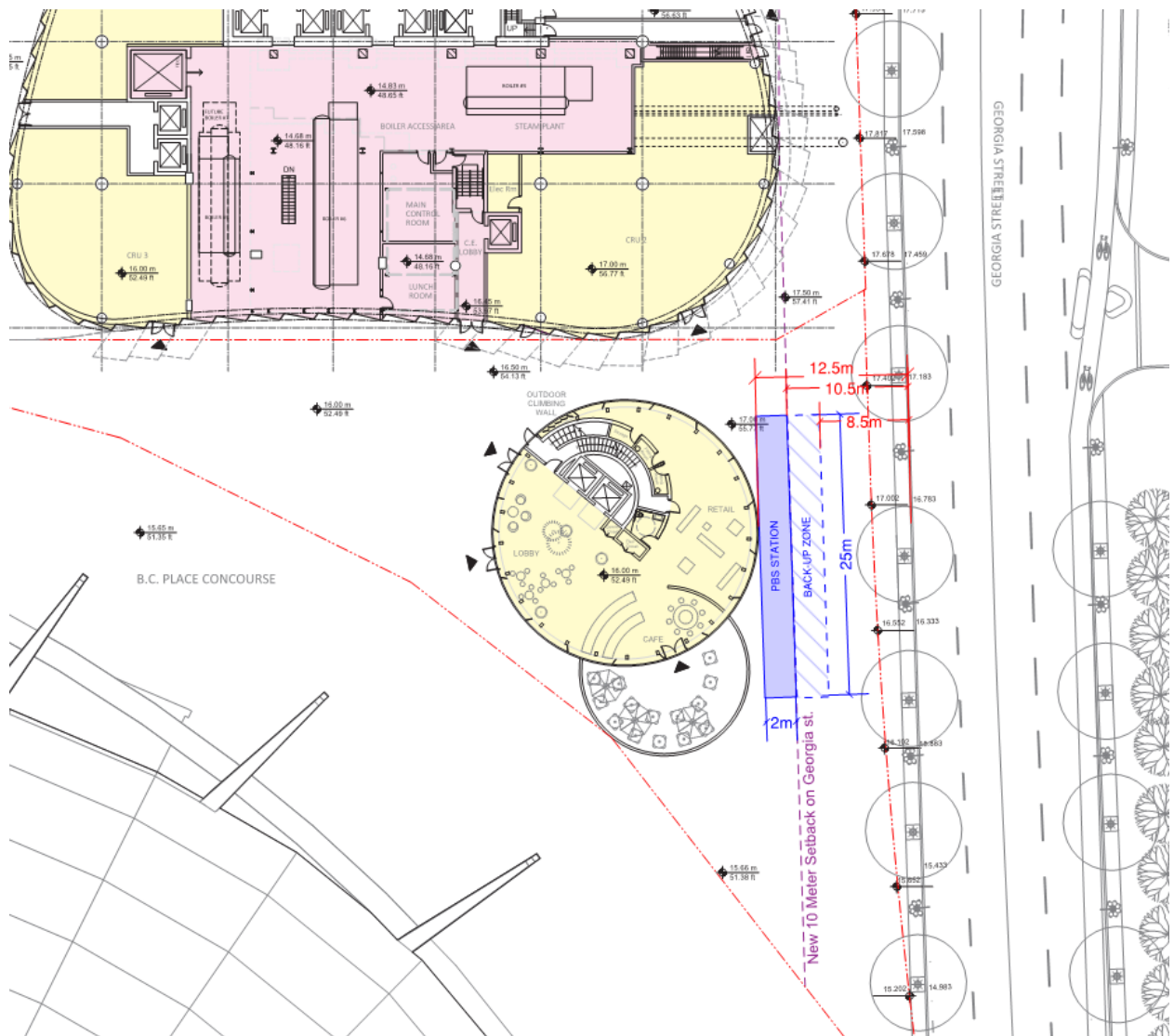
- i. Dimension of columns and column encroachments into parking stalls.
- ii. Show all columns in the parking layouts.

- iii. Dimensions of additional setbacks for parking spaces due to columns and walls.
  - iv. Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates.
  - v. Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and 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. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
  - viii. Show and number all bicycle parking spaces and typical dimensions on plans.
- A.2.8 provision of approved building grades and interpolated building grades, including: at all entrances and parking accesses.
- A.2.9 provision of detail regarding the proposed utility crossings on Expo Boulevard between the subject site and the adjacent property, including but not limited to utilities required, proposed pipe elevations, and separation between proposed private utilities and existing/planned municipal and third party utilities to the satisfaction of the General Manager of Engineering Services. Approval of this crossing is subject to City of Vancouver review. Registration of encroachment and other legal agreements as necessary, will be required.
- A.2.10 delete the portions of: sculptural yellow cedar planter with wood bench, timber garden, bent metal raised planter with frameless cast glass railing, and growth and decay garden, that are proposed on City road or make arrangements (legal agreements) to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for all elements that encroach onto City property.
- A.2.11 remove the portions of the buildings proposed within the 5.5m setback/surface SRW area on Beatty Street. Doors may swing a maximum of 0.3m into this SRW area.
- A.2.12 delete the specialty paving proposed within the SRW area on Beatty Street and replace with broom finish saw-cut concrete sidewalk per current City standards.
- A.2.13 provision of a minimum 5.5m setback from the back of the future curb on W Georgia Street and the edge of the Garden of Growth and Decay.
- Note to Applicant:** This 5.5m setback is to remain clear for pedestrian movement. Delete any elements of the Garden of Growth and Decay from this setback area.
- A.2.14 provision of City standard broom finish saw-cut concrete sidewalk from the edge of the future front boulevard on W Georgia Street to a distance of 5.5m from the back of the future curb on W Georgia Street.
- Note to Applicant:** this requirement should extend from Beatty Street to the south end of the site, including next to the Garden of Growth and Decay.
- A.2.15 the proposed location of PBS space as shown on the plans dated January 15, 2021 on Drawing A101.DP at the southeast corner of the site in the plaza area south of the breezeway and adjacent to the BC Place Concourse in a curved layout wrapped around the triangular planter is not



acceptable. This area is not clearly visible to the public and may encourage users to cycle through the plaza and breezeway to gain access to the street or the station.

**Note to Applicant:** The location is to be along W Georgia St south of Beatty St near the proposed Entertainment Pavilion. The PBS space is to be located within the 12.5m setback/SRW for widened sidewalks along W Georgia St. See sketch below for reference. Relocate the three proposed trees, shown on L103 to accommodate the PBS SRW. Clearly note the PBS Station with dimensions on all drawings.



A.2.16 provision of a finalized Transportation Demand Management (TDM) Plan to the satisfaction of the General Manager of Engineering Services. Provide TDM Plan as a separate package with complete information on TDM measures proposed, including the following clarifications:

- Provision of an updated TDM plan package which includes the architectural plans for all TDM measures labelled and updated with all TDM measures to be shown on TDM worksheet D and E.

**Note to Applicant:** A TDM Plan with a minimum of 30 points is required for retail and office use. The proposed plan achieves 28 points for office use and 31 for retail use. **TDM points are rounded and partial points are not accepted.** Refer to Schedule B of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package. The following additional information and clarifications are required to accept the TDM measures proposed:

- a. ACT-02 – Improved Access to Class A bicycle Parking
  - Only two points can be counted towards this TDM measure (more than 40% of Class A are at grade) as not 100% of bicycles are provided at grade and partial points cannot be claimed.
- b. ACT 05 – Bicycle Maintenance Facilities
  - Note and dimension location of facilities on plans.
  - Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
  - Provision of an operational plan detailing:
    - A description of the amenities to be provided,
    - A means of providing access to all commercial tenants
    - Plan for maintaining these amenities.
  - 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.
- c. ACT-06 – Improved End-of-Trip Amenities
  - Provision of concept design for improved end-of-trip amenities.
  - Identify the location, number and type of end-of-trip amenities being provided on plans.
  - Identify the location, and the upgrades being provided for the end-of-trip amenities.
  - Additional end of trip amenities are required to qualify points from this category. Please provide the required number of end of trip facilities and the number proposed for this TDM measure.
  - Note to Applicant: Grooming stations are required as per By-Law 6.5.5.
- d. ACT-07 – Public Bike Share Space
  - Illustrate the size and location of the PBS space being provided, and how the development project is meeting the requirements as specified by City staff on plans.
- e. ACT-08 – Shared Bicycle Fleet
  - Provide additional details of the cycles to be provided.
  - Identify the location of the Class A Bicycle Parking designated for the fleet of cycles on plans.

**Note to Applicant:** Specifications of bicycles are required.
  - Provision of an operational plan including:

- Ownership of equipment
- Equipment Maintenance for: storage, locking, charging (if applicable), user limitations (ride time, hours of operation, number of bicycles, etc.), administration, terms and conditions of use, and capital replacement of cycles and parts
- Plan for providing ongoing monitoring and reporting standards set out below
- If available, any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will deliver this service

f. COM-01 – Car Share Spaces

- Identify/note/dimension car share spaces on plans.
- Spaces to be located with convenient, public access at-grade or one parking level under the at-grade access (Beatty St Access).

g. COM-02 – Car Share Vehicles and Spaces

- Identify/note/dimension car share spaces on plans.
- Spaces to be located with convenient, public access at-grade, or one parking level under the at grade access point(Beatty St Access).
- Provide detailed information as to how and a design to enable members of the car sharing organization access into the building's underground parking 24 hours a day, 7 days a week.

h. SUP-02 – Real-Time Information

- i. Identify the general locations for proposed displays on plans.
- ii. Provide 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:** Explore providing more shared cycling fleet bicycles, providing excellent finishes, or enhanced Class B which has been shown on the architectural plans (Room 03-035) to meet TDM requirements.

A.2.17 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:

- a. Secures provision of funding towards long-term TDM monitoring funding the amount of \$2 per square metre of gross floor area
- b. Secures the provision of TDM measures on the site:
  - i. ACT-02
  - ii. ACT-05
  - iii. ACT-06
  - iv. ACT-07
  - v. ACT-08
  - vi. COM-01

- vii. COM-02
  - viii. SUP-02
  - c. Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed.
  - d. Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
- A.2.18 provision of compliance with the Transportation Demand Management (TDM) Plan, as per the finalized TDM agreements.
- A.2.19 subject to the acceptance of the finalized TDM Plan, Entry into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 10 two-way Shared Vehicles and the provision and maintenance of 10 Shared Vehicle Parking Spaces for use exclusively by such Shared Vehicles, (with such parking spaces to be in addition to the minimum parking spaces required by the Parking Bylaw), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:
- a. provide 10 two-way Shared Vehicles to the development for a minimum period of 3 years;
  - b. Enter into an agreement with a two-way Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicles;
  - c. provide and maintain the Shared Vehicle Parking Spaces for use exclusively by such shared vehicles;
  - d. make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Spaces;
  - e. provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and
  - f. registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions.
  - g. A letter of intent from a two-way car share company indicating their willingness to supply car share vehicles on the site at building occupancy. The letter is to also indicate acceptance of the general location, configuration and accessibility of the shared vehicle spaces.
- A.2.20 submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan. All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant shall acquire written acceptance from the third party utilities prior to submitting to the city. The review of third party utility service drawings will not be initiated until the Key Plan is completed.
- A.2.21 submission of a letter confirmation construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License.

**Note to Applicant:** Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act.)

- A.2.22 designs for works that interface with existing structures on City property and/or the Georgia Ramp must be submitted to the City's Streets Design Structures team for review and approval.

**Note to Applicant:** Submission of structural drawings will be required in order to complete a fulsome review. This includes, but is not limited to, providing direction on the proposed P1 ceiling plenum projection into the 3m maintenance SRW.

- A.2.23 with respect to the existing viaduct structure and the proposed Georgia Ramp, the development shall accommodate the following:

- (a) Any modifications to the existing viaduct structure or the Georgia Ramp (removal of existing handrails, etc.), as a result of the proposed development, must be reviewed by the City prior to approval.
- (b) The City will not allow any structural attachments to the existing viaduct structure, unless the developer can prove that the newly added loads would fall within the structural capacity of the existing structure. No structural attachments will be permitted on the Georgia Ramp.
- (c) Any encroachments allowed by the City through the course of design development will require the registration of an encroachment agreement.

- A.2.24 The development's structure shall accommodate the following with respect to the Georgia Ramp:

- a. Integration at Georgia Ramp expansion joint:
  - i. Longitudinal expansion joint shall match details shown on Georgia Ramp drawings and shall allow a 300 mm gap minimum, depending on building movements, between structural walls to the bridge deck edge. Georgia Ramp transverse displacements (noted for the 1 in 2475 year seismic hazard return period) for the following locations are:
    - 1. Abutment A0: 69 mm (228 mm remaining in expansion joint)
    - 2. Pier P1: 110 mm (190 mm remaining in expansion joint)
    - 3. Pier P2: 123 mm (177 mm remaining in expansion joint)
  - ii. 720 Beatty/701 Expo structure movements shall not exceed remaining allowance in expansion joint capacity. The Applicant is to provide building displacement at deck/plaza elevation for 475, 975 and 2475 year earthquakes at the following Georgia Ramp bridge stations:
    - 1. Abutment A0: 100+829
    - 2. Pier P1: 100+866
    - 3. Pier P2: 100+915
  - iii. Expansion joint design shall follow the details prescribed in the Georgia Ramp construction drawings.
  - iv. Maintenance of the expansion joint is the responsibility of the Applicant.
- b. Load limitations and clearances:
  - i. The following load limitations shall be respected at each noted location:
    - 1. Abutment A0: maximum vertical and horizontal load transfer to abutment is 100 kPa
    - 2. Pier P1: maximum vertical and horizontal load transfer to pile drilled shaft is 200 kPa over 6 m height
    - 3. Pier P2: maximum vertical and horizontal load transfer to pile drilled shaft is 200 kPa over 6 m height

- ii. The Applicant shall provide detailed engineering calculations to validate the loads being transferred to the Georgia Ramp. If loads exceed those listed above, the Applicant shall be responsible for additional reinforcing systems to the 720 Beatty/701 Expo structure to limit the load transfer to the Georgia Ramp bridge structure.
- iii. The current plan provided shows that the building conflicts with the Georgia Ramp structure. No structure or foundation shall be built, constructed, enlarged or located on the portion of the lands adjacent to the Georgia Ramp within 1 m around the drilled shafts or inside a 1H:2V plane projected downward from the top of drilled shaft elevation as defined in Table 022-1 on drawing NEFCAP-PK2-S-STR-N-022. In addition to the no build area:
  - 1. For any construction activities proposed within seven times the diameter of the drilled shaft foundations, the Applicant shall submit a construction impact assessment report including, but not limited to field investigations, engineering assessments, calculations and site-specific monitoring programs, to the City to confirm that there is no unacceptable impact on the Georgia Ramp foundations. Unacceptable impacts are loading conditions that overstress the bridge foundations. The adjacent structure should not cause overstress to the bridge foundation, meaning that under ultimate load conditions, the foundation components shall remain within elastic limits. The City will hire a structural and a geotechnical engineer, selected by the City, to review the construction impact assessment report. All costs associated with preparation and review of the construction impact assessment report, and implementation and review of the monitoring program are the responsibility of the Applicant.
  - 2. Within the zone of seven diameters of the drilled shaft foundations, any basement walls or deep foundations must be designed to withstand the lateral earth pressures induced by the drilled shafts as a result of the design shear force of 6300 kN and a moment of 18500 kN-m located at the top of the drilled shaft
- iv. The legal plans shown do not align with the land acquisition drawings required for the Georgia Ramp. Refer to appendices.
- c. Geotechnical requirements:
  - i. The Applicant shall maintain the as-constructed condition of the Georgia Viaduct and retaining walls at the site and shall not impact the new Georgia Ramp, including impacts to the foundations at Abutment A0, Pier P1 and Pier P2.
    - ii. Shoring design (jet grout, anchors, etc.) shall be designed and constructed to maintain support around the column shafts.
  - iii. The Applicant shall not rely on the capacity of the Georgia Ramp or retaining walls for support of their structure. The Applicant shall accurately draw their proposed building configuration and Georgia Ramp for assessment by the ramp designer.
  - iv. Should the parkade structure be constructed prior to the bridge foundations; temporary shoring will be required to facilitate construction of the parkade and soil anchors are contemplated for the temporary shoring. The soil anchors must be designed and installed to avoid potential conflicts with the future drilled shaft construction or as-built Georgia Ramp foundations. The Applicant is to provide protection (sheet piles, shoring, etc.) to allow for construction of the drilled shaft adjacent the development and shall be reviewed and approved by the Georgia Ramp designers.
  - v. The base of parkade footings must be set not lower than the top of caisson to limit transvers loading to the pier foundations.
  - vi. Temporary excavation support to be designed to accommodate the installation of the adjacent structure.

vii. The Applicant shall be responsible for monitoring and reporting movements of the existing Georgia Viaduct or Georgia Ramp due to adjacent construction activities. Movement limits shall be specified by the City. Temporary works design shall limit imposed deformations on the Georgia Ramp to within the specified limits.

- the setback on Georgia Street must be provided for the full frontage length. The Applicant must provide integration of the concourse with BC Place to Georgia Street for the future condition with the new Georgia Ramp from Beatty Street to bent 22C of BC Place; the current “Garden of Growth and Decay” impedes the setback and pedestrian widths along Georgia Street. Design development to minimize the impact on the pedestrian space is required.
- provision of a lighting simulation to the satisfaction of the General Manager of Engineering Services.
- provision of a report issued by a Professional Engineer that demonstrates that the proposed stack design and location will meet all applicable regulations, and, through detailed site-specific modelling of stack plume formation and dispersion, demonstrate existing and future buildings located in the vicinity of the facility will not be adversely impacted by the prevalent trajectory of the plume.
- 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 Design 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.

A.2.25 Applicant shall schedule a meeting with Rainwater Management Review Group prior to moving forward with the resubmission of RWMP. Items to discuss will be the proposed rainwater harvesting & reuse system and the calculation release rate requirement and detention tank sizing. To schedule the meeting, contact [rainwater@vancouver.ca](mailto:rainwater@vancouver.ca).

A.2.26 Provision of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to restrict the issuance of Building, and Occupancy Permits and provide the necessary rights of ways for a Rainwater Management System prior to Development Permit Issuance.

A.2.27 Provision of a draft final Rainwater Management Plan (RWMP) prior to DP issuance. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details. The resubmission at DP must include the following amendments:

- a) Provide a site map detailing the different surface types and how rainwater will be directed or retained in each area. Include the following:
  - building location/footprint;
  - underground parking extent;
  - proposed service connections to the municipal sewer system;
  - location and labels for all proposed rainwater management practices (Specify the location of the water quality treatment unit and detention tank in the plan);
  - area measurements for all the different land use surface types within the site limits; and
  - delineated catchments to demonstrate BMPs are appropriately sized.

- b) Provide a summary chart of all the catchment areas which include the required retention, any direct retention achieved, potential grading and storage capacities for that catchment to provide a full picture of 24 mm retention across the site.

[Note to Applicant]: Summary chart should be consistent with the delineated catchments shown in the site map.

- c) Provide additional supporting details such as the monthly, seasonal, and/or annual non-potable water demands vs rainfall to show how the reuse system contributes to the 24 mm rainwater capture target (or 70% of annual average rainfall).

Irrigation is not typically a permitted use for harvested rainwater as per the Vancouver Building By-law (VBBL) Book II, Division B, [Section 2.7.1.3.\(2\)](#). An Alternative Solution (AL) application must be submitted for review and approval by the City's Development, Buildings and Licensing (DBL) department at a subsequent stage of the development application if inclusion of irrigation as part of the non-proposed

- d) Provide more details as to how the Rainwater Harvesting & Reuse system will be incorporated in the overall design, specifically the detention/cistern tank sizing.

[Note to Applicant]: Collection of runoff for the non-potable water system is only permitted for the surfaces stated in the Vancouver Building By-law (VBBL) Book II, Division B, Section 2.7.1.2.(1). A separate detention system / cistern may be required for meeting rainwater management requirements from other surfaces or an Alternative Solution (AL) application must be submitted for review and approval by the City's Development, Buildings and Licensing (DBL) department at a subsequent stage of the development application if collection of rainwater from other surface types is proposed.

- e) Confirm green roof design proposal and show location(s) in the site plan. Coordinate with landscape architect as green roof is referenced in the report but not shown in the RWMP site plan or landscape plan.

- f) Use rainfall storage of 7-18% of soil volume as per Volume 2 of the City of Vancouver's Best Management Practice Toolkit dated March 2016 for estimating the available storage in landscaping features as opposed to 40% "Maximum Water Holding Capacity" (MWHC)

- g) The provided tank size must at minimum meet the greater of either the volume of rainwater not captured by Tier 1 and 2 practices OR the volume required to meet the Release Rate requirement.

[Note to Applicant]: Report states that the detention tank is sized based on the LEED V4.0 requirement but it does not necessarily also meet the City's rainwater management requirements. Adherence to LEED requirements is not reviewed as part of the Rainwater Management Plan.

- h) Provide information on how the water quality requirement will be achieved on this site, as water quality treatment is required for the first 24 mm (~70% annual average rainfall) of all rainfall from the site that is not captured in Tier 1 or Tier 2 practices and 48 mm (~90% annual average rainfall) of treatment is required for high traffic areas. For the DP submission, the following should be included for review for all proprietary devices:



- i. Product Name and Manufacturer/Supplier
- ii. Total area and % Impervious being treated
- iii. Treatment flow rate
- iv. Supporting calculations to demonstrate adequate sizing.
- v. Include discussion of the specified treatment device's % TSS removal efficiency certification by TAPE or ETV.
- vi. Location on of device in drawing or figure in the report.

[Note to Applicant]: Peak flows in excess of the rainwater treatment flow rate cannot bypass the water quality treatment unit in an “online” configuration so would need to be sized to accommodate the full post development peak flow rate. Alternatively, the treatment unit may be specified in an “offline” configuration to allow for bypass of excess flows. For further information (difference in sizing, space requirements on site, costs, etc.), please contact the supplier or manufacturer of the proposed proprietary unit.

- i) **Release Rate** – Provide an updated detention volume calculation to match the post development peak flow to the pre development peak flow at the 1:10 year return period. Inlet time = 5 minutes. Travel time to be estimated by applicant. Ensure that the pre-development calculation uses the 2014 IDF curve values and the post-development calculation uses the 2100 IDF curve values.

[Note to Applicant]: Peak flows for pre- and post-development conditions are calculated incorrectly. Proposed release rate is also inconsistent in the report. Please refer to the City of Vancouver Engineering Design Manual for further information.

- j) Provide further information related to proposed detention/cistern system to meet the rainwater management requirement such as the geometric properties (footprint, volume, depth) and method of flow control (orifice size).

[Note to Applicant]: The recommended minimum diameter for any proposed orifice is 75mm.

- k) Confirm that access to various components of the rainwater management system for maintenance purposes is considered the overall design. Placement of rainwater management system components that would require occupancy of the public ROW to perform routine maintenance tasks should be avoided.

**Note to Applicant:** Provision of a FINAL RWMP and FINAL Operations and Maintenance Manual prior to the issuance of any building permit for the construction of any building, submitted to the satisfaction of the Director of Planning and City Engineer.

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

A.3.1 Submit a Site Disclosure Statement to Environmental Services;

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 and Section 85.1(2)(g) of the Land Title Act, if applicable;

- A.3.3 If required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated therefrom on terms and conditions satisfactory to the Manager of Environmental Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until a Certificate of Compliance for each of the on-site contamination and the dedicated lands, if any, have been issued by the Ministry of Environment and provided to the City. make arrangements to enter into a remediation agreement to the satisfaction of the Manager of Environmental Protection and Director of Legal Services, for the remediation of the site and any contaminants which have migrated there on terms and conditions, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until a Certificate of Compliance or an “Instrument of Approval” satisfactory to the City for the on-site contamination, issued by the Ministry of Environment, has been provided to the City;

## **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 28, 2021. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **(December 22, 2021)**, 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 new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or an alternate standard approved by the Director of Sustainability). The requirements are summarized at <http://guidelines.vancouver.ca/G015.pdf>.
- (Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of the permit process. For more detail on what must be submitted at the building permit stage, 5.5 of *Guidelines for the Administration of Variances in Larger Zero Emission Buildings*.)
- B.2.2 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 Bylaw 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 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.2.4 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.2.5 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.2.6 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.2.7 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.**

## Building Review Branch

The following comments are based on the preliminary drawings prepared by HCMA Architects dated January 2021 for the proposed development permit. This is a preliminary review in order to identify issues, which do not comply with the Vancouver Building Bylaw #12511 as amended (VBBL), and includes a review of Subsection 3.2.5. "Provisions for Fire Fighting".

**Project description:** To retain and modernize the existing steam plant on this site and to construct on top of it 2 new commercial buildings consisting of one 21-storey building with office, retail and one 6-storey buildings with retail and office use.

The exiting/modernized steam plant occupies parts of P4, P3, P2, P1, L1, L2 and L3 levels. The proposed alteration and addition of this existing building shall not create non-conformity with regards to the current VBBL and will require fire protection, structural capacity, and accessibility of this existing building to be upgraded per Part 11 of the VBBL.

All new work shall comply with the Vancouver Building By-Law (No. 12511 and amendments) and all its referenced standards, including ASHRAE Standard 90.1-2016 or CoV Modelling Guidelines.

1. The following information must be shown on the Architectural site plan: the fire department connection location, fire-fighters path of travel and nearest fire hydrant(s).
2. \*The proposed development creates a non-conformity. The existing steam plan is classified as Group F, Div.1 major occupancy within the building. The Article 3.2.2.70 allows maximum 4 storey building with a building area not more than 2 250 m<sup>2</sup>.
3. This is considered a major horizontal and vertical addition. Full upgrade of existing building is required.
4. The latest conceptual Code Compliance drawings and the DP drawings are not coordinated.
5. \*The latest conceptual Code Compliance drawings prepared by LMDG do not indicate any fire separation between the areas allocated for the steam plan and the remainder of the building. The current architectural drawings show common parking spaces and other common areas for the spaces marked on the conceptual code drawings provided by LMDG as "steam plant".
6. \*The building shall be designed to meet all requirements and standards of a steam plant including the provisions of explosion relief and protection.
7. Spatial separations shall conform to Section 3.2.3.
8. \*Further discussions with VFRS and CBO are required to determine design and construction requirements. LMDG to follow recent directions in a meeting hosted by VFRS and CBO on June 23, 2021 and provide additional documentation.

\*Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response. If a "prior to" letter is not being sent, the above comments should be sent directly to the applicant.

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.