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837 Beatty Street (COMPLETE APPLICATION)  
DP-2020-00531 – DD

KS/PS/DS/HM/JC

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

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

**Also Present:**

K. Spaans, Urban Design & Development Planning  
P. Sheikhabari, Development Services  
D. Sharif, Urban Design & Development Planning  
H. McLean, Heritage, Development Services  
J. Catarino, Development Services  
K. Isaac, Urban Design & Development Planning

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**APPLICANT:**

OMB  
1825 Quebec St #301  
Vancouver, BC  
V5T 2Z3

**PROPERTY OWNER:**

Reliance Properties Ltd.  
111 Water Street, #305  
Vancouver, BC  
V6B 1A7

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**EXECUTIVE SUMMARY**

- **Proposal:** Rehabilitation and dedication of the existing 2-storey Anglo-Canadian Warehouse Company Building including a 4-storey addition for a total of 6-storeys consisting of retail on lower floor and ground floor, office uses on floors two (2) through five (5) and rooftop amenities on the sixth (6<sup>th</sup>) floor having vehicular access from the lane.

See Appendix A Standard Conditions  
Appendix B Standard Notes and Conditions of Development Permit  
Appendix C Building Review Branch comments  
Appendix D Vancouver Heritage Commission Minutes  
Appendix E Plans and Elevations  
Appendix F Applicant's Design Rationale  
Appendix G Statement of Significance  
Appendix H Assurance of Retention of Existing Portion of Buildings

● **Issues:**

1. Heritage designation and additional density.

- **Urban Design Panel:** Support without Recommendations
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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DP-2020-00531 submitted, the plans and information forming a part thereof, thereby permitting the development of rehabilitation and dedication of the existing 2-storey Anglo-Canadian Warehouse Company Building including a 4-storey addition for a total of 6-storeys consisting of retail on lower floor and ground floor, office uses on floors two (2) through five (5) and rooftop amenities on the sixth (6<sup>th</sup>) floor having vehicular access from the lane, subject to the following conditions and subject to Council approval of a Heritage Designation By-law to protect the Anglo-Canadian Warehouse Company Building:

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

• **Technical Analysis:**

Technical Review for: 837 Beatty St				DD				DP-2020-00531					
PERMITTED / REQUIRED				PROPOSED									
Site Size				87.48/87.49 (Width) ft X				79.92/79.93 (Depth) ft					
Site Area	Per survey plan			649.6 m <sup>2</sup> =				6,992.0 ft <sup>2</sup>					
Uses <sup>1</sup>	Uses allowed under C3 area of ODP			Office Retail									
Setback <sup>2</sup>	Side yard: set back an adequate distance where site abuts an existing residential building			Front (East)				0.00 m					
				Side (North)				0.00 m					
				Side (South)				0.00 m					
				Rear (West)				0.00 m					
Height <sup>3</sup>	Maximum:	91.40 m		Existing:									
	Maximum (Conditional):	137.20 m		Top of parapet				12.79 m					
	Maximum per View Cone:	86.70 m		Proposed:									
				6 storeys plus basement									
				Top of amenity roof(Level 6) parapet				29.79 m					
				Top of mechanical over amenity				31.26 m					
FSR <sup>4</sup>	Max allowed FSR is C3 area	5.00 FSR		Existing				Proposed					
	Max FSR Including 10% increase Heritage Density Bonus	5.50 FSR		Office				4.32 FSR					
				Retail				1.14 FSR					
				<b>Total</b>				<b>5.45 FSR</b>					
Floor Area <sup>4</sup>				Existing				Proposed					
				Office				2,803.75 m <sup>2</sup>					
				Retail				737.55 m <sup>2</sup>					
	Max Including 10% increase Heritage Density Bo	3,572.68 m <sup>2</sup>		<b>Total</b>				<b>3,541.30 m<sup>2</sup></b>					
Amenity <sup>5</sup>	Lesser of:			Proposed Amenity at Level 6									
	20% of Allowed FSR	714.54 m <sup>2</sup>											
	10,000 sq. ft.	929.00 m <sup>2</sup>						174.40 m <sup>2</sup>					
Parking <sup>6</sup>	Downtown non-residential	31	Max	Total proposed non-residential parking spaces <b>1 (Counts as 2)</b>									
		0	Min										
	Accessible	2		Accessible				<b>1</b>					
Loading <sup>7</sup>		Class	A	B	C	Class	A	B	C	Class	A	B	C
	Retail		0	2	0		0	0	0		0	0	0
	Office		1	1	0		1	0	0		0	0	0
	<b>Total</b>		<b>1</b>	<b>3</b>	<b>0</b>		<b>1</b>	<b>1 at Lane</b>	<b>0</b>				
Bicycle <sup>8</sup>		Class A	Class B		Class A	Class B		Class A	Class B		Class A	Class B	
	Retail	2	0		3	0		3	0		3	0	
	Office	16	6		22	6		22	6		19	3	
	<b>Total(Inlc 40% additional Class A)</b>	<b>26</b>	<b>6</b>		<b>25</b>	<b>6</b>		<b>25</b>	<b>6</b>		<b>19</b>	<b>3</b>	
		H	V	L	O	H	V	L	O	H	V	L	O
	Class	A	A	A	A	A	A	A	A	A	A	A	A
		8	3	1		19	1	3	2	19	1	3	2
Passenger Space		Class	A	B	C	Class	A	B	C	Class	A	B	C
	Retail		0	0	0		0	0	0		0	0	0
	Office		0	0	0		0	0	0		0	0	0

**Notes:**

**1 Uses:** Restaurant definition: Where the premises include at least 17 indoor or outdoor seats for customers consuming food purchased on the premises. To confirm Retail use for the coffee shop, include the number of seats on drawings. See Development Review Branch Standard Conditions A.1.5.

**2 Note on Setback:** There are no setback requirements under within the DD ODP other than adequate distance where site abuts an existing residential building. As confirmed by Urban Design, there are no design guidelines for this subject site.

**3 Note on Height:** Proposed height is within the maximum allowed under Section 4 of the DD ODP but the mechanical equipment and elevator at the top of Level 6 will have to be included in height calculation unless it complies with Section 10.18.5 of the Zoning and Development By-law. See Development Review Branch Standard Condition A.1.7.

Proposed Basement Level should meet the definition of Basement as per Section 2 - Definitions, of the Zoning and Development By-law or should be re-named. See Development Review Branch Standard Condition A.1.6.

**4 Note on FSR and Floor Area:** Additional 10% density is supported through heritage designation for this proposal. The area for proposed water tank over level 6 and elevator overrun should be included in FSR as there are no exclusions available for them in the By-law. FSR calculation should be updated to include this. The technical table above includes stair access and elevators, at Level 6 which can be considered to be excluded from FSR as the amenity at this level is supported by the Director of Planning as an exclusion. See Development Review Branch Standard Condition A.1.8.

**5 Note on Amenity:** Proposed amenity use as proposed, has been supported by Director of Planning for exclusion under Section 7.1 of the DD ODP. Note that approximately 48 square meters of covered terrace at Level 6 should be included in amenity area calculation. The noted proposed amenity area in the above technical table includes 48 square feet covered terrace but doesn't include the access, elevators, mechanical, telecom and electrical at 6th level. See Development Review Branch Standard Condition A.1.8.

**6 Note on Parking:** 2 accessible spaces are required and one is proposed. The proposed accessible parking space is proposed outside property boundaries and will have to be approved by Engineering Services. Transportation Demand Management Plan (TDM) approval is required by Engineering Services. See Development Review Branch Standard Condition A.1.9.

**7 Note on Loading:** 1 Class A Loading space and 3 Class B Loading spaces are required for the site and proposal includes only 1 Class A loading space and 1 off-site Class B loading space. See Development Review Branch Standard Condition A.1.10.

**8 Note on Bicycle:** Number of proposed Class A bicycle spaces should match on drawings and notations/tables. TDM approval is required by Engineering Services. 40% additional Class A bicycle spaces are required as per Engineering Services. Class B bicycle spaces are not proposed within the property. See Development Review Branch Standard Conditions A.1.11, A.1.12 and A.1.13.

• **Legal Description**

Lots: 11, 12, 13, 14  
 Block: 68  
 District Lot: 541  
 Plan: 2565

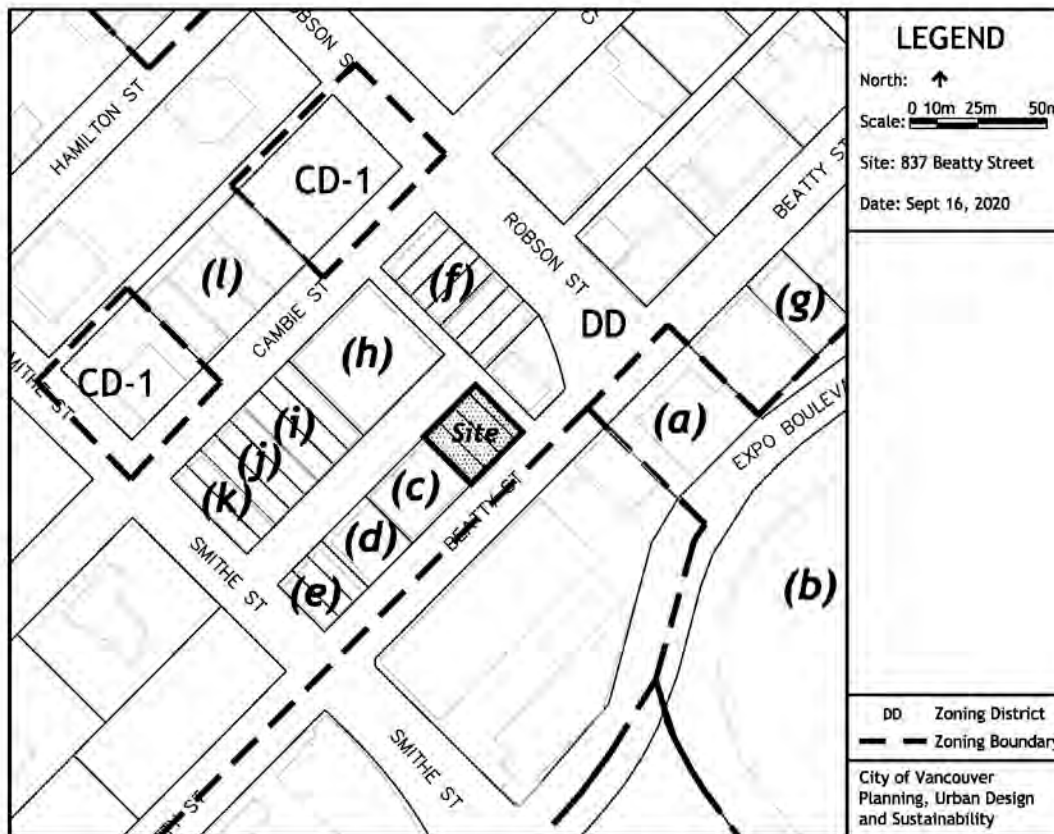
• **History of Application:**

07 13 20 Complete DP submitted  
 09 30 20 Urban Design Panel  
 10 05 20 Vancouver Heritage Commission  
 10 28 20 Development Permit Staff Committee

• **Site:** The site is located mid-block on the northwest side of Beatty St, south of Robson St and north of Smithe St. An east-west lane, extending between Beatty St and Cambie St, shares the north property line at roughly the same elevation as Level 1 of the existing heritage building. A rear lane extends from Smithe St and truncates in line with the north property line, and is located approximately 9ft below Level 1.

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

- a) Terry Fox Plaza;
- b) BC Place Stadium;
- c) 849-857 Beatty Street (VHR-C);
- d) 869-871 Beatty Street (VHR-C);
- e) 101 Smythe Street (VHR-C);
- f) 150 Robson Street (VHR-B);
- g) 780 Beatty Street (VHR-B);
- h) 840 Cambie Street;
- i) 864 Cambie Street;
- j) 888 Cambie Street;
- k) 896 Cambie Street; and
- l) 845 Cambie Street – B-listed and municipal designation.



**• Background:**

The subject site and most of its immediate context is zoned DD, falling within Area C3 in the *Downtown ODP*. Buildings on the Vancouver Heritage Registry, like the class 'C' resource at 837 Beatty St, are typically subject to the provisions of the new City of Vancouver *Heritage Policies*. However, as the applicant was provided with feedback leading to a development permit application ahead of enactment of the *Policies*, staff have agreed to grandfather previous heritage regulations when reviewing this proposal.

Staff has identified the Terry Fox Plaza as being integral to the character of the City, and worked closely with the applicant team to ensure that the proposed development does not result in additional significant shadowing of the plaza between 5:00pm and 7:00pm on June 20. This urban design performance requirement ultimately determined the supportable building height on the subject site.

The proposal was reviewed by the Urban Design Panel on September 30, 2020, receiving unanimous support without recommendations. The proposal was subsequently reviewed by the Vancouver Heritage Commission on October 5, 2020, again receiving unanimous support without recommendations. The application is generally in line with the objectives of Area C3 of the DD zone.

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

- Downtown Official Development (DOD) Plan (1975, last amended 2019)
- Downtown District (DD) Zoning and Development District Schedule (1975, last amended 2019)
- Central Area Weather Protection (Except for Downtown South) Guidelines (1978, last amended 1993)
- Heritage Policy (2020)

**• Response to Applicable By-laws and Guidelines:*****Downtown Official Development (DOD) Plan***

The site falls within Land Use subarea 'C3' which anticipates, in addition to other uses, Retail Commercial (including restaurant) and Office uses as proposed. The maximum permitted density for all uses in the subarea is 5.00 FSR, with an additional 10% sought in the subject application by way of heritage density bonus.

The high level of pedestrian traffic around the site, particularly before and after events at nearby BC Place, demands a public realm design that facilitates the efficient maneuverability of pedestrians during peak times, but also presents an engaging and attractive environment during off-peak hours. The applicant is proposing restoration of the original glass sidewalk prisms along the Beatty St frontage, and is improvements at the north and west lanes intended to enhance the adjacent public realm.

Staff are satisfied with the design of the building, including retention of the class 'C' heritage resource, and the public realm.

***Downtown District (DD) Zoning and Development District Schedule***

The application is compliant with the provisions of the *District Schedule*.

***Central Area Weather Protection (Except for Downtown South) Guidelines***

Continuous weather protection is highly encouraged, though not required, along Beatty St. Most buildings on both sides of the street include, at minimum, a canopy or fabric awning over a principal building entrance. The proposal does not include any weather protection over the public realm along Beatty St, and staff have prepared Standard Condition A.1.1 requiring the addition of a canopy at the

main building entry to better align the proposal with the adjacent context, and to provide for improved pedestrian comfort.

### ***Heritage Policy***

The *Policy* generally anticipates a maximum two-storey set back addition atop any building listed on the Vancouver Heritage Registry. However, as the applicant was provided with positive feedback leading to a Development Permit application ahead of enactment of the *Policy*, staff have determined to refer to the provisions of the *Policy* for general reference only. The applicant has subsequently proposed a four-storey addition aligned with the outside face of the building below, and visually divided by way of a shadow line in the façade.

Staff have prepared Standard Condition A.1.18, requiring designation of the heritage 'C' resource in exchange for the requested 10% density bonus.

### ● **Heritage Value**

Constructed in 1911, the two-storey Edwardian commercial vernacular “Anglo-Canadian Warehouse Company Building” is valued for its connection to the development of the historic Yaletown district in the early twentieth century, and for its longstanding warehouse and commercial uses. It is further valued for its association with the San Francisco-based architectural firm of Wright, Rushforth, and Cahill, designers of numerous similar buildings in the vicinity. Character-defining elements include brick pilasters and lintels, and banks of wooden-sash, multi-pane windows, among others as detailed in the *Statement of Significance* (refer to Appendix G).

Together with 849 and 869 Beatty Street, and 101 Smithe Street, the building forms a part of a unique industrial heritage streetscape; a cluster that is reinforced by the existing heritage buildings on the opposite side of the block, fronting Cambie Street. The Canadian Pacific Railway serviced these warehouses by way of a spur line that extended into the rear lane, and provided for loading and unloading of goods for storage and distribution throughout the region. These spur lines, though long removed, became the definitive influence on urban form in the historic Yaletown district. The Anglo-Canadian Warehouse Company remained at 837 Beatty Street until the 1930s, followed by transfer companies, manufacturers' agents, and food distributors.

### ● **Conclusion:**

The proposal for 837 Beatty St represents a significant intervention to an existing heritage resource in a high-profile part of the city. While the proposed addition is consequential, and is beyond that anticipated by the new *Heritage Policy*, Staff have determined that the level of heritage retention, the character of the addition, and the resultant streetscape demonstrates a creative approach to adaptive reuse. The massing, height, and uses are as anticipated by City of Vancouver regulations, and are appropriate for the location. The development will retain an important heritage building, and will strengthen the character of this part of downtown.

Staff recommend approval of this proposal subject to the conditions outlined in Appendix A.

**URBAN DESIGN PANEL (*Draft minutes below*)**

The Urban Design Panel reviewed this application on September 30, 2020, and provided the following comments:

**EVALUATION:**

**Introduction:**

Development Planner, Kevin Spaans, introduced the proposal as being located mid-block on the west side of Beatty St. Contextually, the project is located directly adjacent a line of Edwardian-era warehouse buildings, all of which are classified as 'C'-level resources on the Vancouver Heritage Registry, an east-west lane, and the site of an approved mixed-use redevelopment including a six storey hotel at the corner of Robson St. and Beatty St. At the east side of the street is an eight storey mixed use building at the intersection of Beatty St. and Smithe St., and, most critically, Terry Fox Plaza at the foot of Robson St. As a result of the orientation of the streets, this important public space is particularly susceptible to shadowing by developments on Beatty St. and Cambie St, south of Robson St.

The applicant and City staff worked closely together to ensure that the form of development proposed on the subject site results in no measurable increase in shadowing of Terry Fox Plaza between the hours of 5:00 pm and 7:00 pm on the Summer Solstice - a time when the plaza is well used as a forecourt for sporting events. It is this urban design consideration that defines the maximum supportable height at the site, being approximately 90ft from the Beatty St. building grade.

The proposal includes four storeys built atop the existing 1911 Anglo-Canadian Warehouse Company building, rehabilitating the heritage building and extending the existing mass timber structural system. The first three storeys of the addition align with the outside faces of the heritage building at all sides, and is measurably set back at the uppermost amenity level. A recessed shadow line at the parapet of the existing building defines the old from the new. Proposed uses are allocated as follows:

- Retail below grade and at Level 1, including a café space fronting the lane;
- Office at Levels 2 through 5;
- Office amenity with contiguous roof deck at Level 6.

Along with the existing heritage warehouses and the proposed 6 storey hotel at the northeastern-most corner of the block, the building establishes a generally unarticulated, planar street wall that is unusual for the city.

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

Please comment on the architectural expression of the proposal, with particular attention given to the following:

- a) The material and proportional relationship of the addition with the existing heritage building;
- b) The architectural and material qualities of the addition, independent of the heritage building; and,
- c) The proposal's relationship with adjacent existing and anticipated developments, and the resultant character of the streetscape.

**Applicant's Introductory Comments:**

The applicant provided an overall introduction to their design concept, noting that this is an interesting and challenging project, with heritage considerations providing additional pressures to get the design of



the building right. The site is recognized as being underutilized for contemporary needs, but has value to character of the neighbourhood that must be respected.

The applicant outlined the following main goals of the project:

- To minimize the shadowing impact of the open spaces;
- To respond to the heritage context by reinforcing and enhancing its unique character;
- To uphold the policies and guidelines for heritage buildings, and for the downtown area, so that the building is compatible;
- To reduce greenhouse gas emissions with a target of achieving LEED Gold certification.

Per the application documents, insensitive modifications are to be removed from the heritage building, and original elements will be restored or reinterpreted. While the typical approach to adaptive reuse and additions to a heritage building are to limit height, and provide deep setbacks above the uppermost level of the heritage building, the applicant proposed to the Panel that the design as presented does a better job of reflecting the original design intent of the building while remaining distinguishable. The material palette is proposed to be comprised of light-colour masonry and concrete, with a steel channel separating the addition from the existing building. Window openings gently taper from floor to floor.

The applicant then reviewed proposed improvements to the public realm, including restoration of the existing sidewalk prisms. A retail space is intended to face the rear lane and provide for an enhanced level of activity. Improvements to the lane are not demonstrated in the application materials for reference only, and are not part of this DP Application. Semi-private outdoor space is provided at the uppermost level as an amenity to office workers.

The staff and applicant team then took questions from the panel.

#### **Panel's Consensus:**

Having reviewed the project it was moved by **MS. MARCEAU** and seconded by **MR. DAVIES** and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORTS** the project.

#### **Related Commentary:**

The Panel expressed its support generally for the scale and character of the proposal, noting that it was an excellent project with well-composed and legible application materials. The quality of the proposed restoration, the use of original and new mass timber structural systems, the material palette of the addition, and the relationship between the heritage building and the addition were recognized as being strong contributors to the success of the proposal.

A Panelist noted some concern that the proportion of the addition, being that it is greater than the original building, may appear to overpower the heritage façades. Overall, the Panel felt that the addition was sympathetic and would be a welcome addition to central Vancouver.

The applicants' approach to the design of the rooftop amenity space, and their commitment to enhanced energy performance, with LEED Gold targeted, were appreciated by the Panel.

**Applicant's Response:** The applicant team thanked the panel for their comments.

## **ENGINEERING SERVICES**

The property currently has a License Agreement for use of a portion of the rear lane for three vehicle parking spaces. This agreement will require modification to specify the use of the lane for accessible parking spaces through Real Estate and Facility Management. The proposed changes to the lane, including surface treatments, canopies, bollards and planters are not supported. A separate application for a patio permit within the lane is required and will be reviewed through a separate process.

Removal on an existing areaway under the sidewalk on Beatty street is also required.

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

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

The recommendations of 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.

## **HERITAGE PLANNING**

Heritage Designation is a condition of approval for the Development Permit application. If supported by the Development Permit Board, a Heritage Designation By-law will be brought to Council at Public Hearing for support.

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

## **ENVIRONMENTAL PROTECTION BRANCH**

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

## **BUILDING REVIEW BRANCH**

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

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

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

## NOTIFICATION

On August 21<sup>st</sup>, 2020, 4,580 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. In addition, one site sign was installed along Beatty Street. The signs were installed on August 21<sup>st</sup>, 2020 offering information about the development with direction to the City's Development Permit Board website.

One (1) written response in opposition was received through the notification period that expressed concerns over the proposed windows proposed along the south elevation. It is noted that including the windows along the south elevation and within the rooftop amenity space, facing south, could potentially prohibit or severely impact future development of 857 Betty Street whereby the Planning Department could potentially require greater setbacks from these windows on the adjacent site.

**Staff Response:** Provision of windows at upper levels of the proposal is generally supported by Staff as it contributes positively to the outward expression of the addition. Compliance with Vancouver Building By-law requirements for limiting distance by way of alternative solutions is the responsibility of the applicant. As these windows can be obscured in the future without unduly impacting the utility of the interior spaces in the proposed building, staff do not deem this to be a limiting factor in the future development potential of the neighbouring property.

The provisions of the new City of Vancouver *Heritage Policy* will apply to any redevelopment of the adjacent property, which may significantly limit the permissible height of any vertical building additions.

**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

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

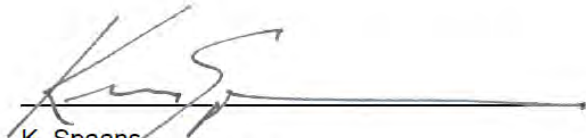
With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of loading and parking.

The Staff Committee supports the proposal with the conditions contained within the report.



J. Greer  
Chair, Development Permit Staff Committee



K. Spaans  
Development Planner



P. Sheikhabari  
Project Coordinator

Project Facilitator: J. Catarino

## 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 design development to provide for enhanced weather protection at the principle Beatty Street building entrance by way of a low-profile, demountable glass and steel canopy; and

**Note to Applicant:** the glass and steel canopy should be designed such that it does not measurably impact the legibility of the heritage façade. The canopy should extend over the sidewalk such that the total depth from the inset entrance assembly and the outside face of the canopy has a dimension of no less than 8ft.

- A.1.2 provision of an architectural lighting and signage strategy;

**Note to Applicant:** building lighting and signage must be designed to integrate sympathetically with the heritage façade, and should provide for enhanced pedestrian experience of the public realm.

- A.1.3 design consideration to explore restoration of original painted building signage if uncovered during removal of existing paint;

- A.1.4 identification on the architectural and landscape drawings of any 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.

#### Development Review Branch Conditions

- A.1.5 confirm proposed use at basement in compliance with Section 2 – Definitions, of the Zoning and Development By-law;

**Note to Applicant:** Proposal should clearly confirm the number of seats in proposed basement retail use, as proposal may fall under restaurant definition of the Zoning and Development By-law. Parking calculations may have to be updated based on the information on next submission.

- A.1.6 confirm compliance with Section 2 – Definitions, of the Zoning and Development By-law;

**Note to Applicant:** Provide breakdown of calculation to confirm the proposed basement is located less than 1.5 m below finished grade and the floor surface of the storey above is located not more than 2.0 m above finished grade. Change name from Basement if proposal does not comply with the Basement definition of the Zoning and Development By-law.

- A.1.7 provision of proposed height in compliance with Section 5 – Height of Buildings, of the Downtown Official Development Plan and Section 10.18 – Height of Building and Relaxation, of the Zoning and Development By-law;

**Note to Applicant:** In order to exclude the proposed elevator overrun and water supply tank from height calculations they will have to meet the requirements of Section 10.18 of the Zoning and Development By-law. Current proposal does not meet these requirements and the proposed height should include them.

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A.1.8 provision of updated Floor Space Ratio (FSR) calculations to confirm compliance with Section 3 – Density, of the Downtown Official Development Plan for C3 subarea;

**Note to Applicant:**

- i. The area for proposed water tank over level 6 and elevator overrun should be included in FSR calculations as there are no exclusions available for them in the By-law;
- ii. Shared wall between each use and the common corridors to be measured to the center of the shared walls;
- iii. Director of Planning has supported the exclusion of the proposed amenity at level 6 under Section 7.1 of the Downtown Official Development By-law;

**Note to Applicant:** Update FSR calculation of the 6<sup>th</sup> floor and exclude the stair access and elevators at the 6<sup>th</sup> level from FSR calculation under the amenity area exclusion up to the allowed exclusion within the noted section of the Official Development Plan.

- iv. Include the outdoor area covered by canopy at level 6 in Amenity area calculations and ensure the proposed total amenity area is within the maximum allowed exclusion under Section 7.1 of the Downtown Official Development By-law;

A.1.9 compliance with Section 4.8.4(b) - Required Accessible Parking Spaces, of the Parking By-law;

**Note to Applicant:** See Engineering Services Standard Condition A.2.9.

A.1.10 compliance with Section 5 - Off-Street Loading Space Regulations, of the Parking By-law:

- i. Comply with Section 5.2.5 and 5.2.7 of the Parking By-law for the number of required loading spaces;
- ii. Comply with Section 5.5.2 – Internal Access to Loading Spaces, of the Parking By-law;

**Note to Applicant:** Loading spaces shall be located so that each individual occupancy use requiring loading has access within a development to a space and sufficient space to conduct loading and unloading activities within the site.

**Note to Applicant:** Proposal of 1 enhanced Class A Loading space has been supported in lieu of the required Class B parking spaces. See Engineering Services Standard conditions A.2.7 and A.2.9.

A.1.11 provision of 40% additional Class A bicycle space as per Engineering Services Standard Condition A.2.9;

**Note to Applicant:** Minimum number of required Class A bicycle spaces for Retail use should be calculated per Section 6.2.5.1 of the Parking By-law and number of required Class A bicycle spaces for Office use to be calculated per Section 6.2.4.1 of the Parking By-law. Provide 40% additional Class A bicycle spaces.

A.1.12 provision of Class B bicycle spaces required as per Section 6 of the Parking By-law to be proposed within the boundaries of the property;

**Note to Applicant:** See Engineering Services Standard Condition A.2.10.

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A.1.13 provision of consistent information on drawings;

**Note to Applicant:** Number of proposed horizontal Class A bicycle spaces should match on drawings and notations/tables.

A.1.14 provision of the following notations on the submitted plans:

- i. *"A minimum of one electrical receptacle shall be provided for each two Class A bicycle spaces" and;*
- ii. *"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".*
- iii. *"All proposed yards, setbacks and building dimensions are measured to the outside of cladding".*

### Standard Landscape Conditions

A.1.15 verification of adequate soil volume for the planters on the Level 6 deck;

**Note to Applicant:** This can be achieved by providing typical sections through the planters with detailed dimensions. Soil depths should exceed Canadian Landscape Standards, specifically, a minimum of 3 feet of growing medium depth should be provided for all tree plantings

A.1.16 provision of section details at a minimum scale of 1/4"=1'-0" to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features.

### Crime Prevention Through Environmental Design (CPTED)

A.1.17 provisions for Crime Prevention Through Environmental Design (CPTED) including:

- i. having particular regard for public safety challenges in alcoves and vandalism such as graffiti; and

**Note to Applicant:** particular regard must be given to the real and perceived security of the east-west lane at all hours.

- ii. outdoor public realm, path, and common area lighting;

### Heritage Conditions

A.1.18 Council designates the heritage building at 835-837 Beatty Street as a protected heritage property, and that the associated Designation By-law is enacted by Council;

A.1.19 design development to incorporate replacement panes while retaining the wood sash, for those with existing true divided lights, or where previously replaced windows are being replicated to achieve true divided lights in any sash, with windows that meet the standard for historical accuracy.

**Note to Applicant:** Products that achieve a high level of energy performance and simultaneously retain historical accuracy are available on the market, one of which is Pilkington Spacia TM or Pilkington Super Spacia TM. Consult with the Heritage Planner or your heritage consultant for more information.

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- A.1.20 design development to supplement the retention drawings, to indicate, in detail, the proposed strategies for the retention and/or replacement of all exterior doors, windows, trim, and cladding materials.

**Note to Applicant:** In particular, Demolition Elevation A061 indicates, for enlarged window openings on the north (lane) side, main floor, as intact wood frames to be preserved and repaired with new wood sashes. Likewise, Demolition Elevation A062 indicates small-scale windows on the rear, for which the openings are proposed to be enlarged, as intact wood frames to be preserved and repaired with new wood sashes. The strategy of larger openings on both sides implies the need for all new material, including wood frames, to accommodate new wood windows.

- A.1.21 design development to maximize retention of original elements in accordance with the Conservation Plan, including the retention of the six smaller window openings, sills and lintels, on the west elevation;

**Note to Applicant:** These window openings are identified as character-defining elements in the Statement of Significance and the Conservation Plan calls for the preservation of existing window openings, where possible. Unless it can be shown to be technically unfeasible due to interior configuration or proposed room layout, these window openings should be retained as existing.

- A.1.22 design development to provide for exterior lighting and related detailing on the front and two lane sides that is historically appropriate;

- A.1.23 an electronic (pdf) copy of the final version of the Statement of Significance and Conservation Plan by Donald Luxton and Associates dated September 2020, incorporating any required changes requested by city staff, is sent to the Heritage Planner, Hugh McLean, at [hugh.mclean@vancouver.ca](mailto:hugh.mclean@vancouver.ca) for inclusion in related City files, and that the Heritage Planner confirms receipt of these files;

**Note to Applicant:** The SoS embedded in the Conservation Plan must be the same as the final SoS as revised after review by the SoS Subcommittee and heritage staff. Furthermore the final SoS must only list the Character-Defining Elements that are proposed to be retained as part of the DP Application. Any CDE's that will be lost due to approved alterations must be removed from the document.

- A.1.24 an "Assurance of Retention of Existing Portions of Buildings" letter (copy attached) and colour-coded detailed elevation drawings from a Registered Architect or Engineer are to be submitted, in triplicate, verifying that the portions of the existing structure shown as being retained can in fact be retained, and that he/she will supervise the construction to ensure the retention occurs.

Notes are to appear on the retention drawings indicating the following:

- i. that all parts of the building shown as being retained will be retained in place, and not removed from their original location within the building at any time;
- ii. that 'retained wall' means the retention of the existing studs and sheathing;
- iii. that 'retained floor' means the retention of the existing floor joists and sub-floor; and
- iv. that 'retained roof' means the retention of the existing roof rafters and sheathing.

The drawings should also indicate, in detail, the proposed strategies for the retention and/or replacement of all exterior doors, windows, trim, and cladding materials. In addition, three copies

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of a letter signed by the Registered Architect or Engineer, indicating the sequence of construction, are to be submitted, in order to ensure that the construction is carried out in a manner that retains the building on the site at all times.

**Note to Applicant:** Retention of the heritage building is required. Therefore, the above information is required to ensure that the proposed work is viable. If significant structural changes are proposed, then a full set of revised drawings, including plans and sections, will be required. A copy of the approved retention drawings and the sequence of construction letters will form part of any approved Building Permit drawings. Please contact the Development Planner or the Heritage Planner if you have any questions about these issues.

- A.1.25 provision of a colour scheme for the primary exterior wooden elements of the building, in keeping with the historic pallet appropriate to the Edwardian Commercial period, using the Vancouver Heritage Foundation's "True Colours" pallet as an example;

## **A.2 Standard Engineering Conditions**

- A.2.1 Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called "the services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services is provided;
- A.2.2 Street improvements along Beatty Street and in the lane adjacent to the site and appropriate transitions including the following:
- i. Broom finish saw-cut concrete sidewalk from the back of the curb to the property line;
  - ii. Pedestrian lane crossing;
  - iii. Provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendations;
  - iv. Provision of new or replacement duct bank adjacent to the development site (including lane) that meets current City's standards if new sidewalk is installed Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure;
  - v. Provision of lane lighting on standalone poles with underground ducts. The ducts should be connected to the existing COV SL infrastructure; and
  - vi. Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- A.2.3 Paving of the rear lane to centerline adjacent to the site;
- A.2.4 Arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots 11 to 14, Block 68, District Lot 541, Plan 2565 to create a single parcel.
- A.2.5 Arrangements are to be made to the satisfaction of the General Manager of Engineering Services for the decommissioning of the existing areaway on Beatty Street noting the following requirements;
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- i. The property owner shall obtain the services of a Professional Engineer to design a cut-off wall to separate the areaway encroachment from the building;
- ii. The cut-off wall shall be designed to support all backfill and surcharge loads from the city street;
- iii. The Engineer shall provide drawings showing the design and method of construction for the cut-off wall. Copies of the drawings shall be sent to Structures for review, approval and record purposes;
- iv. The cut-off wall and footings shall be constructed on the property owner's side of the property line;
- v. The design of the cut-off wall shall include waterproofing and drainage to the satisfaction of the property owner;
- vi. All utilities, equipment, boilers, elevators, chutes, backflow valves, construction materials, demolition debris, organic materials, hazardous materials etc. shall be removed from the areaway prior to backfilling;
- vii. The outer walls of the areaway shall be broken down to 4 feet below grade;
- viii. The areaway shall be backfilled in accordance with the City of Vancouver Engineering Design Manual;
- ix. A new sidewalk shall be constructed in accordance with the City of Vancouver Engineering Design Manual and to match the construction standard for sidewalks in the adjacent area;
- x. The engineer will be required to submit letter of attestation confirming that the areaway has been satisfactorily decommissioned. The letter shall include quality documentation (backfill material specifications and compaction testing results, field review reports confirming breakout of areaway walls, the PO shall be responsible for obtaining all the required permits for the repair work. The PO will be required to obtain a Building permit for the work, and will be required to obtain a street use permit to occupy City street while performing the work; and
- xi. Refer to 2019 Vancouver Building By-law Division C – Part, Section 1.8.
- xii. Make arrangements to the satisfaction of the GMES & the DLS for release of Easement and Indemnity agreement (459542M) prior to building occupancy.

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

- A.2.6 Arrangements (legal agreements) must be made to the satisfaction of the General Manager of Engineering Services & Director of Legal Services for replacement of Easement and Indemnity agreement 453576M for building encroachments into the lane prior to the issuance of the Occupancy permit.

**Note to Applicant:** An application to the City Surveyor is required. A fee of \$1,082.43 will be charged for the preparation of the encroachment agreement and an annual charge shall be paid to the City for the encroaching elements at current rates as noted in the Encroachment By-law.

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The applicant will also be responsible for the preparation of Survey plans and all Land Title Office registration fees.

The developer should be advised that building encroachments onto City street will cause problems when strata titling a property due to Section 244(1)(f) of the Strata Property Act. The City of Vancouver may not support the provision of easements for any parts of the building on City Street. Applicants are advised to seek independent legal advice on the matter.

A.2.7 Delete the following from the plans:

- i. the Class B loading space in the lane;
- ii. the “multimodal wayfinding signage” proposed within the sidewalk on Beatty Street;

**Note to Applicant:** Multimodal wayfinding signage proposed as a TDM measure must be located fully on private property.

- iii. all encroachments proposed in the lane including the canopy, metal planter, guard and bollards;

**Note to Applicant:** Any at grade encroachments proposed in the lane must be reviewed and approved through a process separate from this DP application.

A.2.8 Provision to include the following notes on all ground level and parking level plans:

- i. “Vehicle parking layout approved, subject to compliance with approved Transportation Demand Management (TDM) Plan.”; and
- ii. “Loading layout approved, subject to compliance with approved Loading Management Plan.”

A.2.9 Parking, loading, bicycle, and passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law:

- i. except for the provision of 40% additional Class A bicycle spaces;

**Note to Applicant:** This condition is based on the proposed suite of TDM measures. See Development Review Branch Standard Condition A.1.11.

- ii. provision of two accessible parking spaces;

**Note to Applicant:** Accessible parking provided within the currently licensed parking area in the lane will be considered to meet this condition. A revision to the existing license agreement will be required to allow this. See Development Review Branch Standard Condition A.1.9.

- iii. except that only one Class A Loading space must be provided.

**Note to Applicant:** This relaxation is acceptable given the physical and heritage constraints on this site. The provided space must be fully on site and the applicant should seek to maximize the size and usability of this space given the significant relaxation in the overall number of loading spaces. This should include exploration for provision of additional height for the loading space above 2.3m.

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A.2.10 Provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement:

- i. Provision of Class B bicycle parking located on private property, as per By-law.

**Note to Applicant:** Enhanced Class B spaces could be used as a TDM measure (ACT-03) to achieve this.

- ii. Provision of a minimum 1.5m wide access aisle for oversized bicycle spaces;
- iii. Provision of automatic door openers for all doors providing outside access to Class A bicycle storage.

**Note to Applicant:** See Development Review Branch Standard Condition A.1.12.

A.2.11 Provision of a Loading Management Plan (LMP), including:

- i. How the loading facility will operate;
- ii. Management of the facility, including on-site loading manager;
- iii. Size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries;
- iv. An expected Schedule of Loading Activity table for all uses; and
- v. Loading Management and Communications Protocol for all tenants.

A.2.12 Provision of a finalized Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** A TDM Plan with a minimum of 24 points for office use and 18 points for retail use is required. The proposed plan achieves 24 and 16 points respectively. [A single TDM measure may count towards multiple land uses if it is usable by each land use.] Refer to [Schedule B](#) of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package. The following additional information and clarifications are required to accept the TDM measures proposed:

- i. ACT-01 – Additional Class A bicycle parking
  - a. Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.
- ii. ACT-02 – Improved Access to Class A bicycle Parking
  - a. Provision of concept design for excellent design of lighting, finishes, grades, convenience.
- iii. ACT-05 – Bicycle Maintenance Facilities
  - a. Note and dimension location of facilities on plans.
  - b. Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
  - c. Provision of an operational plan detailing:
    - i. A description of the amenities to be provided,
    - ii. A means of providing access to all residents, commercial tenants, and the public (if applicable), and

- iii. Plan for maintaining these amenities.
    - d. If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.
  - iv. ACT-06 – Improved End-of-Trip Amenities
    - a. Provision of concept design for improved end-of-trip amenities.
    - b. Identify the location, number and type of end-of-trip amenities being provided on plans.
  - v. SUP-01 – Transportation Marketing Services
    - a. Provision of a description of the services to be provided.
    - b. If available, provision of any additional information regarding this measure (e.g., online signup portals or additional marketing materials) that demonstrates how the property owner will offer this service.
  - vi. SUP-02 – Real-Time Information
    - a. Identify the general locations for proposed displays on plans.
    - b. 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.
  - vii. SUP-03 – Multimodal Wayfinding Signage
    - a. This measure is primarily intended for larger sites where there might be, for example, a public pedestrian pathway running through, or a Downtown site that may have a high volume of pedestrian traffic (development-generated or otherwise). As this measure is being proposed in conjunction with SUP-02 it will not be supported.
- A.2.13 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:
- i. Secures provision of funding towards long-term TDM monitoring funding the amount of amount of \$2 per square metre of gross floor area;
  - ii. Secures the provision of TDM measures on the site:
    - a. ACT-01 – Additional Class A bicycle parking;
    - b. ACT-02 – Improved Access to Class A bicycle Parking;
    - c. ACT-05 – Bicycle Maintenance Facilities;
    - d. ACT-06 – Improved End-of-Trip Amenities;
    - e. SUP-01 – Transportation Marketing Services;
    - f. SUP-02 – Real-Time Information; and
    - g. PKG-02 – Parking Supply.
  - iii. Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and
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- iv. Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
- A.2.14 Compliance with City issued building grades;
- Note to Applicant:** BG 9.94 missing in lane. See drawing A100.
- A.2.15 Submission of a canopy application is required.
- Note to Applicant:** Canopies must be fully demountable and drained to the buildings internal drainage system. Canopies are defined as a rigid roof like structure supported entirely from a building and where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56mm in thickness. (Refer to VBBL Section 1.8.8).
- A.2.16 Provision of all utility services to be underground from the closest existing suitable service point for this “conditional” development. In addition, submission of a written confirmation from BC Hydro that all required electrical plant is provided for on the development property.
- Note to Applicant:** BC Hydro service to the site shall be primary. All BC Hydro infrastructure (e.g., pad mounted transformer, vista switch and control kiosks) shall be located on the development property.
- A.2.17 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.

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

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

- A.3.1 Submit a Site Profile 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; and
  - 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.
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## B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Building Review Branch contained in the Staff Committee Report dated October 28, 2020. 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 **(May 24, 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.

- A.2.18 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 construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions. No tower crane permitted on street.

- A.2.19 This proposed development is adjacent to existing BC Hydro electrical works, contact BC Hydro for project review and comment to ensure any potential impact or risks from your proposed development or construction will be assessed and addressed. See BULLETIN 2015-002-EL - Clearances from Existing BC Hydro High Voltage Overhead Conductors and Transformers for more information (<https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf>).

- A.2.20 Due to proximity of existing retaining wall, lane south of Robson, Cambie to Beatty the following requirements must be satisfied prior-to issuance of the Building Permit:

- Developer to submit a Condition Assessment Inspection Report signed and sealed by a structural engineer (P.Eng. in good standing in BC) for the existing retaining wall and handrail during the Building Permit application phase. The report shall provide a clear breakdown of all items inspected, their condition and any recommended repairs, as needed. All recommended repairs to be completed by the developer as part of the construction work for the proposed development. This requirement is independent of the monitoring plan.
  - Design Development of a Structure Monitoring Plan is required to the satisfaction of the General Manager of Engineering Services.
  - The purpose of the monitoring plan is to protect public safety, and to protect the long term health of the structure adjacent to excavation works (“works”).
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- A refundable deposit of \$10,000 is required to facilitate an independent peer review of the plan.

- B.1.6 The alterations described under item no. 1 above, authorized by this Development Permit Number DP-2020-00531, including conditions and plans forming part thereof, are approved under the Heritage By-law and this Development Permit also constitutes a Heritage Alteration Permit.
- B.1.7 If this Development Application included a written notification of neighbouring property owners or other interested parties, a copy of this letter will be sent to all respondents advising them of the decision.
- B.1.8 The Canadian Electrical Code regulates high voltage overhead conductor clearances from structures and dielectric liquid-filled transformer clearances from combustible building surfaces, doors, windows and ventilation openings. All structures must have a horizontal distance of at least 3 m from existing BC Hydro high voltage overhead conductors. Combustible building surfaces, windows, doors and ventilation openings must be located at least 6 m from dielectric liquid-filled, pole-mounted BC Hydro transformers, unless an acceptable non-combustible barrier is constructed between these transformers and combustible building surfaces, doors, windows or ventilation openings.

If the building design cannot meet these requirements, modifications must be made. If you wish to discuss design options, please contact Electrical Inspections Plan Reviewer at 604.871.6401.

- B.1.9 Submission of most Building Permit applications now requires an appointment. When your Building Permit application is ready, please phone 604.873.7611 to book an appointment for an application intake with the Project Coordinator who will manage your application. Only full and complete applications will be accepted. If you need advice in preparing your application, you may book an enquiry appointment (604.873.7611), or walk into our Development and Building Services Centre (1st Floor, 515 West 10th Avenue).

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

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

**Note to Applicant:** In cases where it is not practical, due to adverse weather conditions or other mitigating factors, to complete the landscaping prior to occupancy of a building, the City will accept an Irrevocable Letter of Credit [amount to be determined by the City] as a guarantee for completion of the work by an agreed upon date.

- B.2.3 In the event that retention of portions of the heritage building which are to be retained cannot occur as shown on the approved plans all construction work must cease. Construction must stop as the work is no longer in compliance with the approved permit and the permit would now be considered to be invalid. Replication or replacement of existing portions of the building that were to be retained does not comply where retention is a condition of the permit. Planning staff must
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be contacted to discuss options including the possibility of new permits in the event the building cannot be retained as shown on the approved plans.

- B.2.4 All windows are as approved on the drawings and any substitutions or changes require the approval of the Director of Planning before the replacement windows are installed. Regarding the heritage building, unless noted otherwise, “existing” means the existing window retained and refurbished in place or removed and refurbished and re-installed.
- B.2.5 regarding the heritage building, all new trims and wood elements are to be sanded and painted fir or cedar (textured or combed products are not approved) unless specifically approved otherwise on the drawings.
- B.2.6 all work is to be consistent with the approved Conservation Plan which forms a part of the development permit.
- B.2.7 Provision of compliance with the Transportation Demand Management (TDM) Plan, as per the finalized TDM agreements
- B.2.8 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.2.9 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings.
- B.2.10 A qualified environmental consultant must be available to identify, characterize any soil, groundwater, sediment and/or vapour of suspect environmental quality encountered during any subsurface work.
- B.2.11 A qualified environmental consultant will conduct environmental soil monitoring during post remediation excavation for building foundations and basements, roads, service trenches within the areas considered as part of random fill.
- B.2.12 In the event, contamination of any environmental media are encountered, a Notice of Commencement of Independent Remediation must be submitted to the Ministry of Environment and Climate Change Strategy and a copy to the City of Vancouver.
- Upon completion of remediation, a Notification of Completion of Independent Remediation must be submitted to the Ministry of Environment and Climate Change Strategy, and a copy to the City of Vancouver.
  - Dewatering activities during remediation may require a Waste Discharge Permit.
  - Submit a copy of the completion of remediation report (with supporting data) signed by an Approved Professional stating the lands have been remediated to the applicable land use prior to building permit issuance.
- B.2.13 Must comply with all relevant provincial Acts and Regulations (e.g. Environmental Management Act, Contaminated Sites Regulation, Hazardous Waste Regulation) and municipal By-laws (e.g. Fire By-law 8191, Sewer and Watercourse By-law 8093).

**Note to Applicant:** Submit erosion and sediment control plans to Environmental Protection for review and comment at the Building Permit application stage.

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- B.2.14 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.2.15 No exposed ductwork shall be permitted on the roof or on the exterior face of the building without first receiving approval of the Director of Planning.
- B.2.16 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.2.17 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. More information is available at <http://vancouver.ca/home-property-development/development-cost-levies.aspx>**
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