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569 GREAT NORTHERN WAY (COMPLETE APPLICATION)  
DE419971 - CD-1

TP/DL/LEB/TT

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

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

**Also Present:**

T. Potter, Urban Design & Development Planning  
D. Lee, Development Services  
T. Tenney, Development Services  
N. Tokgoz, Engineering Services

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**APPLICANT:**

Ryan Bragg  
Perkins & Will Canada Architects  
1220 Homer St.  
Vancouver, BC V6B 2Y5

**PROPERTY OWNER:**

PCI Developments Corp.  
1700-1030 W Georgia St.  
Vancouver, BC V6E 2Y3

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**EXECUTIVE SUMMARY**

- **Proposal:** To develop a seven-storey office building, a one-storey retail building over three levels of underground parking accessed from Carolina, and the final pedestrian spine and public plaza, including the Central Valley Greenway (CVG) bikeway alignment, for the Great Northern Way Campus.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations and Design Rationale

Appendix D Central Valley Greenway Alignment

● **Issues:**

1. Design development of the plaza and pedestrian spine;
2. Building expression;
3. Parkade Ramp.

- **Urban Design Panel: Support (8-0)**
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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DE419971 submitted, the plans and information forming a part thereof, thereby permitting the development of a seven-storey office building, a one-storey retail building over three levels of underground parking, and the pedestrian spine and public plaza for the Great Northern Way Campus, subject to the following conditions:

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

1.1 design development of the pedestrian spine to provide the following:

- a. increase areas for sitting;
- b. increase the variety of spaces (size of) for pedestrians to gather; and
- c. adjustments to parkade ramp if necessary.

**Note to Applicant:** the design of the pedestrian spine is generally successful; however, providing additional places to sit will support gathering and learning opportunities. Seating opportunities may be provided through impromptu design solutions.

1.2 design development of the pedestrian plaza to include and incorporate the following:

- a. grading of the plaza to the satisfaction of the General Manager of Engineering Services and the Director of Planning;
- b. incorporate the current CVG (bikeway) alignment through plaza;
- c. include ways to separate the CVG alignment and the plaza including transitions in paving material and/ or curbing, or other minor changes in grade to ensure the safety of pedestrians;

**Note to Applicant:** The CVG alignment has been modified to enhance the utilization of the plaza and to enhance the safety of pedestrians. See Engineering condition A.2.5

1.3 design development to provide continuous weather protection along Great Northern Way and to consider revising the materiality and expression of the office building.

**Note to Applicant:** The image of the office building appears to portray a corporate aesthetic. The applicant may investigate ways in which the materiality might be evocative of a creative arts campus while still meeting the performance requirements of an office space.

**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:**

		<i>Technical Review for: 569 Great Northern Way</i>				<i>DE419971</i>				
		PERMITTED/REQUIRED				PROPOSED				
Site Size <sup>1</sup>		Irregular								
Site Area <sup>1</sup>		6,843 m <sup>2</sup>								
Use(s) <sup>2</sup>		Retail/Office								
Floor Area <sup>3</sup>	<b>Sub-Area 3a + 3b Maximum</b>	<b>236,881 m<sup>2</sup></b>				<b>Proposed</b>				
						<i>Retail</i> 286 m <sup>2</sup> <i>Office</i> 14,429 m <sup>2</sup> <b>Existing</b> <i>Emily Carr</i> 26,677 m <sup>2</sup> <i>Equinox Gallery</i> 980 m <sup>2</sup>				
	<b>Total</b>	<b>236,881 m<sup>2</sup></b>				<b>Total 42,372 m<sup>2</sup></b>				
Height <sup>4</sup>	(Retail) Sub-Area 3a	7.62 m				Top of Roof 7.40 m				
	(Office) Sub-Area 3b	30.48 m				Top of Roof 29.42 m				
						Top of Penthouse Roof 30.66 m				
Parking <sup>5</sup>	<b>Retail/Office</b>					<b>Retail/Office</b>				
	<i>Minimum</i>	291				<i>Standard</i> 394				
	<i>Disability</i>	7				<i>Disability</i> 7				
	<i>Max. Small Car (25%)</i>	73				<i>Small Car</i> 73				
	<b>Retail/Office Total</b>	<b>291</b>				<b>Retail/Office Total 474</b>				
	<b>Disability Total</b>	<b>7</b>				<b>Disability Total 7</b>				
	<b>Max. Small Car Total</b>	<b>73</b>				<b>Small Car Total 73</b>				
Loading <sup>6</sup>	<b>Class</b>	<b>A</b>	<b>B</b>	<b>C</b>		<b>Class</b>	<b>A</b>	<b>B</b>	<b>C</b>	
	<i>Retail</i>	0	1	0		<i>Retail</i>	0	1	0	
	<i>Office</i>	2	3	0		<i>Office</i>	2	3	0	
	<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>		<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	
Bicycles <sup>7</sup>	<b>Class</b>	<b>A</b>			<b>B</b>	<b>Class</b>	<b>A</b>			<b>B</b>
		<b>Min</b>	<b>Max</b>	<b>Min</b>			<b>Min</b>	<b>Max</b>	<b>Min</b>	
		<b>H</b>	<b>V</b>	<b>L</b>			<b>H</b>	<b>V</b>	<b>L</b>	
	<i>Retail</i>	1	0	0	0	<i>Retail</i>	60	16	-	6
	<i>Office</i>	15	8	6	6	<i>Office</i>				
	<b>Total</b>	<b>30</b>			<b>6</b>	<b>Total</b>	<b>76</b>			<b>6</b>

<sup>1</sup> **Note on Site Size and Site Area:** The subject site is located within Sub-Area 3B of Diagram 1 of the Great Northern Way Campus (CD-1 402); defined by the future Emily Carr University of Art and Design to the north, Carolina Street to the east, Great Northern Way to the south, and Thornton Street along with the future Plaza to the west.

<sup>2</sup> **Note on Use:** It should be noted that there are three different categories for Office Use(s) within CD-1 (402), and an assumption has been made that the proposed type for this site is *Information Technology*. Standard Condition A.1.5 seeks the clarification and confirmation of the proposed type of Office Use.

<sup>3</sup> **Note on Floor Area:** The subject site is located within Sub-Area 3B of Diagram 1 of the Great Northern Way Campus (CD-1 402); and is limited to the prescribed maximum floor area of Sub-Areas 3A and 3B combined. Currently, a total of 27,657m<sup>2</sup> is being considered as existing floor area within Sub-Area 3B; derived from a total of both the existing art gallery (Equinox Gallery), and the future Emily Carr University of Art and Design building. The proposed floor area of 14,715m<sup>2</sup> places the total floor area to-date within Sub-Area 3B at 42,372m<sup>2</sup>.

<sup>4</sup> **Note on Height:** Height has been calculated to various locations on both the proposed retail building and office building. There are three locations on the office building which will require clarification and possibly a reduction in height to comply with the maximums prescribed in Table - 4 of the CD-1 (402) Bylaw. It should be noted that the height was revised by way of a Text Amendment which divided the original Sub-Area 3 into two further Sub-Areas; 3a and 3b, and was intended to separate the retail building from the office building. Standard Condition A.1.4 seeks clarification and if necessary; a subsequent reduction in height in compliance with the CD-1 (402) Bylaw.

<sup>5</sup> **Note on Parking:** The parking requirement is met. It should however be noted, that the excess in parking spaces for this proposal was intentional and is a result of the anticipation of future development occurring on adjacent lots that are more restricted in size and have the inherent challenge of providing parking on smaller sites.

<sup>6</sup> **Note on Loading:** Although the loading requirement is met, Standard Condition A.1.6 seeks the provision of labelling to indicate which loading spaces are intended for which use.

<sup>7</sup> **Note on Bicycles:** The drawings show more than the minimum required number of bicycle spaces but clarification should be provided to specify which spaces are horizontal vs. vertical vs. lockers. Standard Condition A.1.7 seeks this clarification.

• **Legal Description**

Lot: 9  
 District Lot: 264A & 2037  
 Plan: BCP39441 & EPP\_\_\_\_\_

• **History of Application:**

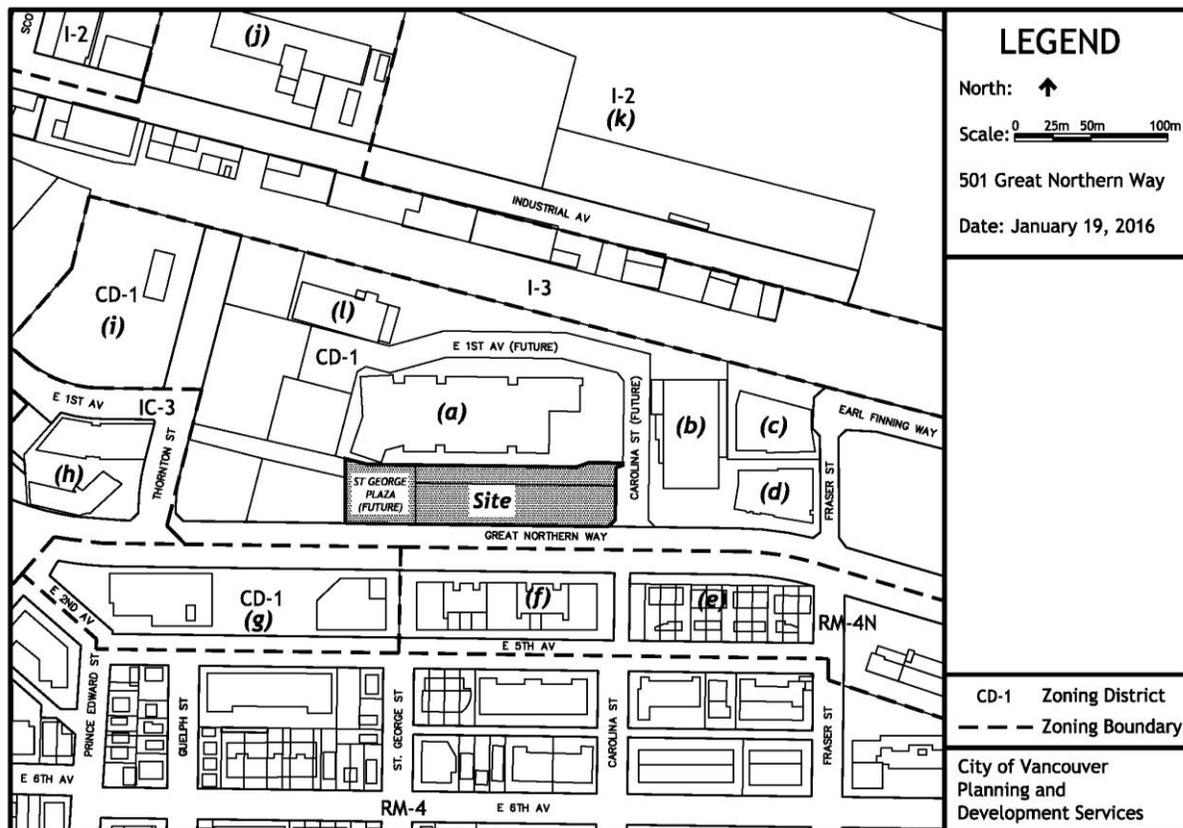
15 12 21 Complete DE submitted  
 16 02 24 Urban Design Panel  
 16 04 06 Development Permit Staff Committee

**Note:** proposed Lot 9 has yet to be subdivided out of Lot Q. See Engineering Condition A.2.1

• **Site:** The site is located on Great Northern Way at Carolina Street, immediately south of the Emily Carr University site.

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

- (a) Emily Carr University of Art and Design - 520 E 1<sup>st</sup> Avenue, four-storey institution
- (b) Centre for Digital Media (CDM|577) - 577 Great Northern Way, two-storey institution
- (c) Centre for Digital Media (CDM|1933) - 1933 Fraser Street, four-storey office (approved)
- (d) Centre for Digital Media (CDM|685) - 685 Great Northern Way, four-storey institution, residential and retail
- (e) Northern Way Housing Cooperative - 675 E 5<sup>th</sup> Avenue, five-storey residential complex
- (f) 525 E 5<sup>th</sup> Avenue, four-storey residential complex
- (g) St. Francis Xavier Roman Catholic Church and School - 428 Great Northern Way, three-storey church and institution
- (h) Canvas - 401 Great Northern Way, seven-storey residential and artist building (approved)
- (i) 375 E 1<sup>st</sup> Avenue, vacant lot [aka Lot P]
- (j) Recycling Centre - 455 Industrial Avenue,
- (k) CN Rail Yards - 459-649 Industrial Avenue, industrial land
- (l) Equinox Gallery, 525 Great Northern Way, two-storey warehouse and gallery



• **Background:** The Great Northern Way Campus is located in the False Creek Flats on Great Northern way between Thornton Street and Fraser Street and governed by CD-1 (402) which comprises 11 ha (28 acres) of land. The GNW Campus is separated into sub-areas; Lot O, Lot P, and former Lot Q. Lot Q formed a single 5.7 ha (14 acre) sub-area between Fraser Street and Thornton Street; former Lot Q is referred to as ‘the Campus Lands’. The Emily Carr University site is located on Lot 1, which has been subdivided from the former Lot Q. The subject site for the proposed office building and retail pavilion, proposed Lot 9, is immediately south of the Emily Carr site.

Approved by Council in 1999, CD-1 (402), the Great Northern Way Campus Guidelines, and the Structure Plan reflected the intent of the former owners, Finning International Inc., to develop the site as a technology park. Ultimately the technology park concept was unsuccessful. In 2001 Finning gifted the land to Great Northern Way Campus Trust (GNW Trust), a partnership of four academic institutions (UBC, SFU, Emily Carr University and BCIT).

The original structure plan and guidelines were inconsistent with the vision of the GNW Trust and the objectives of the City; therefore, in 2013 staff collaborated with the GNW Trust and Emily Carr University to update the Structure Plan and Design Guidelines. The revised Structure Plan and Design Guidelines provide guidance on the following elements of the campus design:

- (i) road network and walking, cycling, and motor vehicle circulation;
- (ii) development parcel configuration and phasing;
- (iii) the Broadway Subway Line and future Station at Thornton Street;
- (iv) site grading and flood control levels;
- (v) open space and park configuration;
- (vi) site servicing and utilities; and
- (vii) public realm design.

The revised Structure Plan and amended CD-1 Guidelines were approved by Council on February 4, 2014 and supports the redevelopment of the site as a cultural and artistic district, including the relocation of the Emily Carr University of Art and Design. The plan supports the City's goals to create jobs, attract investment, and revitalize the area in an environmentally sustainable way.

The CD-1 (402) was further refined in December 2015 to create sub-areas 3A and 3B with a revision to the overall heights of the sub area 3 as follows:

- a) Creation of sub-area 3A and reduction from 13.71 m to 7.62 m;
- b) Creation of sub-area 3B and increasing height from 13.71 m to 30.48 m.

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

The site is subject to CD-1 (402) and the Great Northern Way Guidelines which were updated as mentioned in the background section. The proposed office building and retail pavilion, for the purpose of calculating maximum floor area, are in sub-area 3b permitting aggregate of 236,881 m<sup>2</sup> for a variety of uses including: high tech, industrial, office, service institutional, service, retail, live-work, and hotel uses. With respect to height, the site is in sub-areas 3a and 3b that have a permitted height of 7.62 m and 30.48 m respectively. The Guidelines do not contain form of development parameters per se, but instead have general performance criteria to support the design of a creative campus and the creation of vibrant public realm and open spaces that enhance the campus and neighbourhood alike. Key principles and goals of the Guidelines are:

- (a) create a strong sense of place for an emerging arts campus;
- (b) create a pedestrian spine and open space to enhance way-finding and link buildings to open spaces and a future transit station;
- (c) provide a high degree of amenity and open space for students;
- (d) establish new grades to better integrate the site to the neighbourhood;
- (e) buildings greater than 250’ in length are to be broken down into smaller increments.

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

**Density and Use:** The proposal is comprised of 14,429 m<sup>2</sup> of office use and 286 m<sup>2</sup> of retail use. The proposed floor area and uses meet the requirements of the CD-1 By-law.

**Built Form & Architectural expression:** The proposed retail pavilion is a 1 storey structure, 7.4 m in height, and approximately 3,000 sf (286 m<sup>2</sup>); the proposed office building is 7 stories and 29.4 m in height, and approximately 155,000 sf (14,429 m<sup>2</sup>). The two buildings will supply pedestrian activity to the public realm spaces (plaza and pedestrian spine) by placing entries and active commercial uses adjacent to them.

The massing of the office building is skewed and stepped above the 5<sup>th</sup> storey to articulate the form and reduce its perceived scale. A pedestrian scale is introduced at the lower level of the building by using a contrasting metal panel material. The building is accessed on both sides. The general expression of the office building is of a typical glass box appearance. The skew of the office building massing also introduces variety to the pedestrian experience along Great Northern Way because approximately 40% of the westerly portion of the building is over the sidewalk. In terms of a creative campus, the applicant has been asked to consider a building expression that is less in the image of a corporate office building. Furthermore, staff request that adequate weather protection be provided along the Great Northern Way elevation (see recommended condition 1.3).

The retail building is a sculpted one storey pavilion, executed in timber frame, and glazed with large openings to maximize visual and actual connection to the public plaza.

**Public Realm:** The design of the proposed public realm, the plaza and the pedestrian spine, is informed by the Structure Plan for the campus. The pedestrian spine is the primary pedestrian link through the campus. The design of the buildings, in particular, the entry placement and provision of active uses at grade, have been carefully considered to provide connections through the campus and animate the spine along its length, to the extent possible. The design of the pedestrian spine can be improved by providing more places to sit, and by providing places to gather of different sizes. These refinements to the design have been requested in recommended condition 1.1.

The public plaza at the foot of St. George Street is the organizing space for the campus. The plaza is also regarded as the front door of the Emily Carr building. Beyond providing places to gather, the plaza is also designed to support and accommodate special functions. At a symbolic level, the plaza design is to acknowledge and commemorate water and creeks that occurred on the site before the site was filled in to become industrial lands. Revisions to the grading of the plaza design have been requested to improve the natural flow of storm water and to provide the most favourable grading for bike movement. Integral to the plaza is a commuter bike facility that is part of the Central Valley Greenway (CVG). In order to enhance the safety of pedestrians in the plaza and commuting cyclists, the alignment of the CVG bikeway has been rotated slightly to slow bike traffic as it approaches Great Northern Way. Recommended condition 1.2 has in summary requested refinements to the plaza to improve the grading of the plaza, to include the updated CVG alignment, and to ensure that material and/or steps are used to differentiate the CVG alignment from open plaza space.

**Sustainability:** Although this project is not subject to the LEED Gold policy requirement, the proponent team is diligently working to reach and provide a LEED Gold development. The design of the office building includes a high-performance envelope, mechanical system and solar shading that will reduce heat gain and cooling loads. The landscape design has measures to collect and control storm water volume.

- **Conclusion:** The proposal is a sensitive, well considered response to the site that is compliant with the governing CD-1 By-law. Staff support the proposal subject to the recommended conditions in this report.

**URBAN DESIGN PANEL:**

The Urban Design Panel reviewed this application on February 24, 2016, and provided the following comments:

**EVALUATION: SUPPORT (8-0)**

- **Introduction:** Tim Potter introduced the application for 569 Great Northern Way. The site is located at 565 Great Northern Way at Carolina Street, immediately south of the Emily Carr site. The site frontage is 175 m x 41.75 m deep. The applicable zoning is the CD-1 (402) *Great Northern Way Campus*. The permitted height for the site is 25' (sub-area 3a) and 100' (sub-area 3b).

The proposal includes an office building over below grade parking, a retail pavilion, the design for the Great Northern Way Campus pedestrian spine and the plaza on Great Northern Way.

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

1. Please comment on the success of the overall building massing of the (office building and pavilion) as it relates to:
    - a. The Emily Carr Building;
    - b. The overall idea for the creation of a creative campus;
    - c. Responding to the neighbourhood context and to the public open spaces;
  2. Please provide general comments and observations on the landscape design with respect to:
    - a. The success of the pedestrian spine in supporting pedestrian movement and providing places to gather;
    - b. The design concept and performance of the main plaza (on St. George St.); and
    - c. The design of rooftop spaces.
  3. Please comment on the success of the proposed sustainability measures such as solar treatments, stormwater management, green roof treatments, or any other similar measures.
- **Applicant's Introductory Comments:** The recent text amendment adjusting height in the area informed how the project was conceived and resulted in a different massing than was originally contemplated. The change in the zoning to allow for a 25' sub-area and a 100' sub-area (increased from 60') allowed the project to create a larger plaza space, a modest retail pavilion (which would activate that area within the plaza) and a more compact office building of greater height.

The intention was to improve the sun exposure to the pedestrian spine. A long building under the existing zoning would have shaded most of the public realm in front of the Emily Carr building. In exchange for reducing the height in sub area 3a the plaza was extended and the office building was increased in height by 40 feet. Improvements resulting from the text amendment also include increasing porosity throughout the campus and improving the visibility of Emily Carr. The allowable height under the CD1 in the adjacent sub-area 2 is 150 feet. The proposed office building is 100 feet. The Emily Carr is essentially at 75'.

The project is intended to be in collaboration with Emily Carr because the public realm is central to supporting a vital campus. The proposed office building and retail pavilion therefore strive to relate to, and activate the spine.

The length of the commercial building (100 m) is twisted to give it a degree of articulation. The scale is further broken down at the lower level with the introduction of metal panel which is something that can be read by passing pedestrians. The building is accessed on both sides. The Emily Carr building, by contrast, is generally not accessed from the pedestrian spine. The materiality of the building as it meets grade ties in with the materiality of the landscape.

The sustainability of the site is also addressed with:

1. Energy efficiency
2. Storm water -open expression of rainwater. There is a plan to express the water shed on site, and channel it down the pedestrian spine. Rainwater planters go down the pedestrian spine. There is an urban swale to do as much as possible with surface water. There is a paving pattern that is reflective of this treatment of stormwater.

• **Panel's Consensus on Key Aspects Needing Improvement:**

- There were some concerns about the visual relationship between the character of this Class A office building relative to the industrial look of Emily Carr
  - There were questions about whether these buildings visually make up a 'creative campus'
  - The retail building timber could use engineered lumber or a more figural structure
  - There were some concerns about the parking ramp and its effect on the pedestrian spine
  - There was a concern about weather protection along Great Northern Way
  - The landscape design should have a stronger relationship with Emily Carr uses; it was suggested that the applicant provide seating on the plaza
  - The panel accepted the uses on the ground floor with the building but recommend longer sheltered seating
  - There is concern about the plaza not being wide enough and a possible conflict with the transit station and bike route, but there was a suggestion to put a paving pattern to blend it with the plaza
  - There was a concern there is a seating conflict between the sites; if the bike lane could be moved it might alleviate this concern
  - A greater variety of spaces on the plaza-should be provided
  - Urban agriculture could be re-positioned to be more accessible and visible
  - The rooftop rainwater system should have a stronger connection to the ground
- **Related Commentary:** The panel had general agreement that the design for the site and public realm is successful, and the most important component to the campus is the public realm. It is unique situation when a new university is sharing public space with a private office use. It seems the University has not considered how the students will access open spaces. It was suggested that the team contact Emily Carr and encourage them to provide a design for the student commons that might better access and engage the pedestrian spine.

There was some concern as to whether the plaza is large enough in terms of the number of people who may be using it. The panel recommended more usable open space in the plaza. Some panel members thought there should be enough seating areas for students to sit in the sunshine. One panel member thought that the pavilion occupies too much of the plaza; maybe the pavilion could have been incorporated at the end of the office building to gain a more plaza space. The pedestrian spine is well handled and its relationship to office buildings is successful. The site lighting scheme is important especially to ensure night time safety. There are residents that look out across the space, so night time and operational concerns need to be taken into account to minimize impacts to residential uses. The use of plaza is more important particularly for students. The pedestrian spine is now barrier free throughout, this was commended. The panel recommended that Emily Carr consider how the ground floor of its program might animate public spaces after hours. The main plaza space does not have any seating opportunities in it—this should be addressed.

With respect to the central valley greenway, the panel had concerns about its conflict with pedestrians. There were concerns that the bike lane alignment through the plaza introduces a conflict between pedestrians and cyclists. One panel member suggested that signage could be installed to delineate a dismount area. It was recommended the bike lane be moved; maybe shift the retail space eastward to mitigate the conflict with the bikeway. Some panel members thought that not enough thought had been put into the future connection with transit in terms of accommodating pedestrian movement. Furthermore, when and if a transit station is implemented, there will be an incredible flow of people which suggests that further thought about the design of the planters be considered to not impede pedestrian movement.

A stronger visual pattern treatment to main plaza was recommended. One panel member thought there were a lot of similar scales of gathering places. They suggested providing a wider range gathering spaces (scales) be provided. The general concept and performance of the main plaza was generally well received. The gathering spaces around the retail, such as the cascading steps for seating and hanging out, is successful. It was suggested that some gathering spaces could be built up on the south side of Emily Carr because there is a lack of seating opportunities along the pedestrian spine. The panel recommended including longer benches than currently provided because they are successful at the current Emily Carr location. The panel enjoyed the form of the pedestrian plaza - shapes especially. One panel member suggested that the parking ramp towards Carolina be shifted slightly to reduce the height of its retaining wall and improve the eastern end of the pedestrian spine.

The panel commended the massing moves that were made since the last presentation. There was full support for the new height, although some introduced the idea that even more height could have also worked. Having a different height than the Emily Carr building and a small scale retail building was seen as a successful response to the site and supports the idea the making of a creative campus. The gestures of the building and its twists and shifting massing were appreciated. The project generally relates well to the idea of a creative campus in the context of the neighbourhood, but one panel member implied that a slick office aesthetic may be at odds with that objective. The shelters with covered seating would be a good opportunity to support creative endeavors, and to celebrate the art component of what is really happening in the plaza space. The public art partnership was seen as a good choice. One panel member suggested that the public art component might be more interesting if it actually appeared on the building itself.

One panel member noted that the class "A" expression of the office building lacked the element of surprise in its detail, colour, and overall expression; it was suggested that the office building could be less 'slick' given its context. It was further suggested that the use of less glass would substantially reduce solar gain. The contrasting use of materials for the retail pavilion was well received. The panel supported the design of the roof top areas. It is important that office tenants have access to outside spaces that they can enjoy. The panel was enthusiastic about the mix of uses (office, retail, and institutional) in the area.

Overall sustainability measures work well. The stormwater management is good especially on the roof top areas. The rain garden is handled well, but it could interfere with the open space for the students - this should be looked at further. The stormwater story is strong, but there was a desire for greater clarity about how water will be harvested and where it will be routed whether for re-use, or for supplementing the ground water channels at grade. The panel recommended that the applicant find ways to activate the stormwater so it is more than a mere surface solution. There were questions about how stormwater is charged because the wetlands are raised and on top of a parking structure. Some panel members suggested providing more urban agriculture- it is currently pushed to the sides. The urban agriculture should be rethought to also provide gathering spaces. It would be good if the urban agriculture were visible from the campus's open urban spaces. Triple glazing and window treatments both inside and outside are well chosen. One panel member noted that weather protection should be provided continuously along the Great Northern Way elevation.

- **Applicant's Response:** The applicant thanked the panel for their comments. The applicant further affirmed their hope that the predominant pedestrian movement to the transit station be through the pedestrian spine free of any interference by the CVG (bikeway) alignment.

## ENGINEERING SERVICES

The proposed development is an integral component of the GNW campus and, as a subdivision of the greater parcel, is integral in the delivery of key requirements outlined in the Great Northern Way (Revised) Structure Plan.

The Central Valley Greenway (CVG) is a key regional active transportation connection that passes through the site. The 25-kilometre CVG is the longest walking and cycling facility in the region, extending from New Westminster to the Seaside Greenway (Seawall) at Science World. The design of the CVG through the campus should provide safe, separate, generous, and well-lit facilities for walking and cycling. The site grading should eliminate unnecessary elevation changes. Conflict points should be minimized, and pedestrian crossings of the cycle path should be minimized and marked and treated appropriately, giving pedestrians priority with markings and surface treatments. Engineering staff have determined that the alignment as generally set out in Appendix D provides the foundation for these key requirements to be met, see Engineering condition A.2.5.

In addition to the CVG, a central east-west pedestrian spine is required through the site. The spine will extend from Carolina Street to First Avenue and will provide a pedestrian-only corridor through the Campus; connecting St. George Plaza, the Central Open Space and the entrance to the ECU building. The central pedestrian spine is intended to be the central public space for the campus site. It will contain most of the building entrances, and be the focus of the pedestrian activity. It will therefore be designed to be highly animated and pedestrian friendly as well as fully accessible. As a significant portion of this pedestrian spine will be located through the proposed development site, the pedestrian spine will need to be designed with grades that meet accessibility guidelines and a high-quality surface treatment that integrates with the surrounding buildings. The application proposes a parkade ramp off of Carolina St that reduces the pedestrian area. Engineering staff have determined that in order to facilitate pedestrian movement and ensure that key requirements of the pedestrian spine are met; this ramp needs to be deleted from the pedestrian spine and plaza SRW area. Engineering condition A.2.3 requires arrangements to facilitate the necessary changes.

The design of the plaza provides a terminus for the St. George Rainway and commemorates the historic stream through its design and public realm features. In addition to the rainwater features integrated into the Plaza, Engineering condition A.2.22 requires the provision of a Sustainable Rainwater Management plan for this development site.

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

## PROCESSING CENTRE - BUILDING

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 Processing Centre-Building 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.

#### **NOTIFICATION**

On February 15, 2016, 847 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website.

A sign was installed on-site on February 17, 2016.

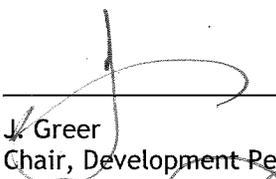
To date, no responses have been received.

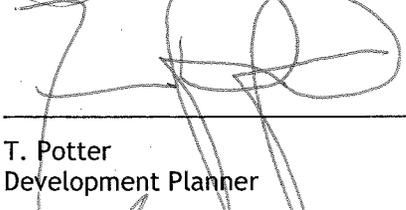
**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

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

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 is confident that the proposal is consistent with the rezoning and supports the application with conditions approved in this report.

  
\_\_\_\_\_  
J. Greer  
Chair, Development Permit Staff Committee

  
\_\_\_\_\_  
T. Potter  
Development Planner

  
\_\_\_\_\_  
D. Lee  
Project Coordinator

Project Facilitator: T. Tenney

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

### A.1.0 Standard Conditions

- A.1.1 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;
- A.1.2 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
- A.1.3 written confirmation shall be submitted by the applicant that:
  - i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
  - ii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;
- A.1.4 confirmation of compliance with Section 6 - Height of the CD-1 (402) Bylaw by ensuring those portions of the building currently projecting above the height of 30.48 m meets the intent behind the exclusions listed under Section 6.2.(a). and 6.2.(b).;

**Note to Applicant:** As per Section 5 of the Great Northern Way Guidelines, building height will be measured from the anticipated final grades established within the design of the Structure Plan. It should be noted however, that a number of assumptions were made with respect to final grading throughout the site where Building Grades cannot be confirmed at this time. The structure plan specifies both Interim and Final Site Grades, while the Building Grade Plan only shows grade elevations along the east and south property lines. Grade elevations along the north adjacent the "Spine" (Figures 10 and 11 of the Structure Plan) remain the same throughout both the Interim and Final Site Grades. After comparing the proposed grading plan for this site with Emily Carr's approved grading plan, and approximating the nearest grades established under the Structure Plan, an elevation of 8.00 m was used for the northwest corner of the site and an elevation of 5.00 m was used for the northeast corner of the site. It should also be noted that items projecting beyond, and excluded from the maximum height shall be limited to those described under Section 10.11. of the Zoning and Development Bylaw and shall not exceed either 1/3 the width of the building on any elevation, nor 10% of the roof area to qualify for the exclusion.

A location on the roof has been identified as projecting beyond the maximum permitted height and it is as follows:

- i. Top of Office Penthouse Roof;

**Note to Applicant:** The roof has been calculated at a height of 30.66 m along the west.

- A.1.5 clarification of type of Office Use proposed for the purposes of confirming floor area;

**Note to Applicant:** There are three different categories of Office Use(s) in CD-1 (402). Different maximums may apply depending on the type and Sub-Area it is located within.

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Clarification of which category this proposal falls under is required to confirm compliance with maximum floor area.

A.1.6 provision of labelling on the drawings to indicate the use each loading space is intended to serve;

A.1.7 clarification on the distribution of bicycle spaces;

**Note to Applicant:** A minimum of 16 spaces shall be horizontal, a maximum of 8 shall be vertical, and a minimum of 6 shall be in the form of a locker; for a total requirement of 30 spaces.

A.1.8 provision of typical architectural sections and details at  $\frac{1}{4}" = 1'-0"$  and  $\frac{1}{2}" = 1'-0"$  coordinated with landscape drawings, illustrating slab height/thickness demonstrating adequate planter depth over underground parkade structure;

**Note to Applicant:** See also Standard Landscape condition A.1.12.

### Standard Landscape Conditions

A.1.9 provision of site utilities and vents on private property and integrated discreetly into the building, avoiding being located in landscaped and common outdoor areas;

A.1.10 provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 square feet;

A.1.11 grades, retaining walls, walkways and structural elements, such as underground parking, designed to provide maximum growing depth for trees and plants (to exceed BCLNA Landscape Standard).

**Note to Applicant:** where feasible, grade oriented trees should be planted at grade and not placed in above grade planters to achieve soil depth. Variations in the slab may be required in combination with appropriate growing medium. In the horizontal plane, soils should be contiguous, wherever possible. Planters on slab located on upper levels should exceed BCLNA planting depths and strive to maximize soil volumes and planter widths.

A.1.12 provision of large scale architectural and landscape sections through planted areas on slab, including the pedestrian spine, the plaza and the rooftop amenity areas;

**Note to Applicant:** the sections should be detailed with soil depth and width of planter (inside dimensions) clearly labeled.

A.1.13 provision of a partial irrigation plan;

**Note to Applicant:** the irrigation plan should illustrate hose bibs for patios and amenity areas. Include a highlighted, bolded note on the plans, "high efficiency irrigation to be provided for all planted areas and hose bibs for all patios and common areas greater than 100 square feet".

A.1.14 consideration to add permanent benches in the public plaza;

**Note to Applicant:** the goal is to offer respite for pedestrians and make the space more inviting.

A.1.15 provision of accessory facilities to support the urban agriculture program;

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**Note to Applicant:** the urban agriculture component requires further detailing. Provide tool storage, hose bibs, compost bins, outdoor furniture and a starter plant list. Edible plantings may be integrated into the overall planting plan.

### Crime Prevention Through Environmental Design (CPTED)

- A.1.16 design development to respond to CPTED principles and concerns having particular concern for the following:
- i. site lighting on all areas of the site;
  - ii. mischief, vandalism, and graffiti; and
  - iii. general safety for cyclists.

### A.2.0 Standard Engineering Conditions

- A.2.1 arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for subdivision of Lot Q, DL 264A and 2937, Plan BCP39441 Except Plan EPP48156 and EP56441 to create the development site (Proposed Lot 9), and fulfillment of the outstanding development conditions applicable to Lot 9 listed in No Development Covenant CA4605281-2;

- A.2.2 confirmation of the utility (District Energy) location within Lot 9 (see SRW CA4605249-50 & Plan EPP52057) and, if necessary, replacement or modification of the SRW.

**Note to Applicant:** the parkade ramp is located within the SRW area;

- A.2.3 deletion of the parkade ramp (see pages A11-01 & 02) such that it is outside the pedestrian spine and plaza SRW area; or, make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Planning to modify the SRW area (see SRW 4605193-204 & Plan EPP52053);

**Note to Applicant:** maintain a 6m clear unobstructed path within the SRW area.

- A.2.4 provision of a Reference Plan of SRW to depict the final location of the Central Valley Greenway (see SRW CA4605205-14), and for modification of the SRW agreement to include the Reference Plan;

**Note to Applicant:** the SRW for the final location of the CVG needs to be removed from the pedestrian spine and plaza SRW area.

- A.2.5 provision of the Central Valley Greenway alignment generally as shown on Appendix D, to the satisfaction of the General Manager of Engineering Services and the Director of Planning;

- A.2.6 indicate on the drawings the access routes to proposed Lot 8, through the parkade and the associated knockout wall panels (further to No Development Covenant CA4605281-82 items C(VII) & (VIII), the Access Conditions). Prior to occupancy, the easement areas may be surveyed and depicted by a registrable volumetric plan;

- A.2.7 deletion of the small portion of solar shading shown encroaching over Great Northern Way or make arrangements (legal agreements) to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services.
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**Note to Applicant:** any encroaching elements are to be lightweight and demountable, and the applicant must provide rationale (i.e. that they are necessary in order to meet LEED standards). An application to the City Surveyor is required. For general information, see the Encroachment Guide ([http://vancouver.ca/files/cov/building\\_encroachment\\_guide.pdf](http://vancouver.ca/files/cov/building_encroachment_guide.pdf)).

- A.2.8 make arrangements for the discharge from the title of Lot 9 of the support agreement registered as 368196M;
- A.2.9 provision of final building grades on site plan and corresponding design elevations at all entries;
- A.2.10 provision of setbacks, corner cuts and SRWs to achieve the new geometric design for Carolina Street and Great Northern Way, adjacent to the site;

**Note to Applicant:** provide dimensions on the SRW Plan (drawing A04-05) and drawing L-01.00 to confirm the required setbacks and corner cuts are being provided. Confirm the approved geometric design is being shown as drawing L-01.00 is different from geometric 2008-139-E-G.

- A.2.11 arrangements to the satisfaction of the General Manager of Engineering Services for the following:
  - i. Provision of funding for installation of two advertising bus shelters on Great Northern Way at Carolina Street for both EB and WB directions and note on Landscape drawings.  
  
**Note to Applicant:** the developer will be required to liaise with the City prior to scheduling of the sidewalk concrete pour for installation of the bus shelter foundation and installation of a City junction box for electrical requirements for the advertising shelter.
  - ii. Provision of improved street and pedestrian lighting along Great Northern Way for walking and cycling including a study and design to current standards. Additional poles and luminaires as well as upgrading to LED light sources may be required.
  - iii. Provision of broom finish and saw cut joints for all CIP concrete walking surfaces on private and public property.
  - iv. Provision of funding for updated parking regulations and pay parking on Great Northern Way. Add note to landscape plans "Installation of parking regulatory signage on Great Northern Way adjacent the site to the satisfaction of the General Manager of Engineering Services"

- A.2.12 provision of parking as per CD-1 By-law;

**Note to Applicant:** if additional parking is proposed on this site and others nearby, provide more information to understand how this will operate. Provide an improved plan showing:

- i. The number of spaces that are required for Lot 8 and any other nearby sites and how many are proposed;
  - ii. The parking access and connection to Lot 8 and any other nearby sites;
  - iii. Identify the stalls that will be assigned to Lot 8 and any other nearby sites;
  - iv. Confirm access agreements will be provided.
- A.2.13 delete PBS station shown on Sheet L-01.00 on the west side Carolina Street north of Great Northern Way;

**Note to Applicant:** confirm that the planter between the PBS station and the sidewalk is located outside of the SRW corner cut.

- A.2.14 provide automatic door openers on the doors providing access to the bicycle room(s) and note on plans;
- A.2.15 provision of a separate application to the General Manager of Engineering Services for street trees and or sidewalk improvements is required. Please submit a copy of the landscape plan directly to Engineering for review noting the following requirements:
- i. Provision of a revised Landscape plan (L-01.00) that includes clear and legible notes and drawing information. Submission of a black and white reproduction of a colour drawing is unacceptable.
  - ii. Provision of a revised Layout & Grading plan (L-03.00) that includes a scale, dimensions, and grading including along Great Northern Way.
  - iii. Remove Plant Group A shown along Great Northern Way on drawing L-04.00, adjacent to the bus stop. The approved geometric design shows exposed aggregate in this area. Provide an improved landscape plan (L-04.00) that is clear and legible.
  - iv. Provision of revised plant list for Group A - Wetland Planting on the Planting Plan (L04-00). Group A plants are proposed for portions of the pedestrian spine and the plaza and should not spread into the sidewalk or protected bike lane or grow to height that would obscure visibility between people walking and cycling. Ninebark, Salmonberry and Hardhack should be removed from the list.
  - v. Provision of revised plant list for Group D - Structural Planting on the Planting Plan (L04-00). Group D plants are proposed next to the building on Carolina Street and Great Northern Way and in the plaza and should not spread into the sidewalk or protected bike lane or grow to height that would obscure visibility of people at the intersection of the bike path and sidewalk where the plaza meets Great Northern Way. Evergreen Huckleberry and Pacific Wax Myrtle should be removed from the list
  - vi. Provision of a grass boulevard with street trees along Great Northern Way between the sidewalk and the bike lane and deletion of the proposed urban swale.
  - vii. Provision of dimensioned and annotated sections, plans and details related to the 'Perched Wetlands' and 'Urban Wetlands' to compliment the sketches provided on L08-00. These are unique elements within the public realm on SRW adjacent to places where people are walking and cycling and therefore a thorough understanding of their construction, materials, and relationships is required prior to approval.

**Note to Applicant:** Streetscape Plans are to be revised to the satisfaction of the General Manager of Engineering Services to reflect revised geometric designs. If non-standard materials are proposed they are subject to review and approval by the City Engineer and may require additional provisions for long-term maintenance to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services.

- A.2.16 Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

**Note to Applicant:** the following items are required to meet provisions of the Parking By-law and the Parking and Loading Design Supplement:

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- i. Number all stalls and dimension all stall widths and column encroachments.
- ii. Relocate 1 Class A loading space in close proximity to the public elevator lobby at gridline G/3 on drawing A11-P01.
- iii. Provision of an improved plan showing the maneuvering for the largest Class B vehicle to service the site to confirm if additional bay widths and loading throats are required.

**Note to Applicant:** Clarify if the space across the maneuvering aisle from the Class B loading spaces can be used for maneuvering.

- iv. Provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, additional design elevations within the parking area and at all entrances.

**Note to Applicant:** The slope must not exceed 10% for the first 20' from the property line. The slope must not exceed 12.5% after the first 20' from the property line. 15% slopes may be acceptable if a 7.5% to 10% transition ramp is provided at the bottom for at least 4m in length. The slope and crossfall within the parking and loading areas must not exceed 5%.

- v. Provision of minimum vertical clearance for the main ramp, security gates, and loading bays.

**Note to Applicant:** a section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3m of vertical clearance is required for access and maneuvering to all disability spaces. 3.8m of vertical clearance is required for Class B loading spaces and maneuvering. Ensure adequate vertical clearance is provided for utilities and other services over the loading access and stalls to maintain 3.8m of vertical clearance.

Please contact Dave Kim of the Neighbourhood Parking and Transportation Branch at 604-871-6279 for more information or refer to the Parking and Loading Design Guidelines at the following link: (<http://vancouver.ca/home-property-development/parking-policies-guidelines.aspx>)

- A.2.17 provision of continuous weather protection along the south side of the buildings on Great Northern Way to the satisfaction of the General Manager of Engineering Services;
- A.2.18 delete signage shown encroaching over Great Northern Way;
- A.2.19 provision of a letter of credit to the satisfaction of the General Manager of Engineering Services for each required item as outlined in the services agreement;
- A.2.20 design and location of all crossings, to the satisfaction of the General Manager of Engineering Services;

**Note to Applicant:** Submission of a crossing application is required.

- A.2.21 provision of civil and street lighting design drawings to the satisfaction of the General Manager of Engineering Services;

A.2.22 provision of a Sustainable Rainwater Management plan that utilizes sustainable strategies to allow for infiltration, retention, treatment and utilization of rainwater where applicable and appropriate on site;

**Note to Applicant:** The requirements of the Sustainable Rainwater Management Plan should be coordinated / integrated with the required Landscape Plan.

A.2.23 provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the complex;

**Note to Applicant:** The Strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

A.2.24 clarify garbage pick-up operations;

**Note to Applicant:** Confirmation that a waste hauler can access and pick up from the location shown is required. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location;

A.2.25 the General Manager of Engineering Services will require all utility services to be underground for this “conditional” development. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. It is presumed with your consultation so far with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met. In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

A.2.26 make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for connecting to and securing adequate space for the SEFC NEU, which are to include, but are not limited to, agreements which:

- i. Grant a SRW over the NEU room providing the operator of the SEFC NEU access to the building(s) mechanical system and thermal energy system-related infrastructure within the within the development for the purpose of enabling NES connection and operation.
- ii. Provide a dedicated room in a location suitable for connecting to the NEU distribution piping for each Energy Transfer Station that is required for servicing the development.

**Note to Applicant:** The NEU room shown on A11-01 is acceptable.

- iii. Provision of a dedicated space and SRW for a utility corridor running through the full length of the parkade level required to serve adjacent sites.

A.2.27 provision of a mitigation plan to minimize street use during excavation and construction (ie. consideration to the building design or sourcing adjacent private property to construct from);

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**Note to Applicant:** the owner or representative is advised to contact Engineering to confirm the project's permissible street use. Significant lead time is necessary for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions above.

**A.3.0 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:**

- A.3.1 provision of release from the Ministry of Environment for the Development Permit;
  - A.3.2 as required by the Manager of Environmental Planning and the Director of Legal Services in their full 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
  - A.3.3 if required by the Manager of Environmental Planning 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 from the site on terms and conditions satisfactory to the Manager of Environmental Planning, the General Manager of Engineering Services and the 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 permit application, until a Certificate of Compliance(s) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment has been provided to the City.
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**B.1.0 Standard Notes to Applicant**

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **(6 months after DP Board date)**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.2 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.1.3 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.1.4 A new development application will be required for any significant changes other than those required by the above-noted conditions.

**B.2.0 Conditions of Development Permit:**

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.5 Detailed design of the HVAC and mechanical heating system, including any provisions for waste heat recovery and reuse, must be reviewed and approved by the General Manager of Engineering Services prior to issuance of building permit.
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**Note to Applicant:** The applicant shall refer to the Energy Utility System By-law (9552) and NEU Developer *Document (2014)* for specific design requirements, which include provisions related to the location of the mechanical room(s), centralization of mechanical equipment, pumping and control strategy, and other hydronic heating and domestic hot water system minimum requirements. The applicant is encouraged to work closely with Staff to ensure adequate provisions for NEU compatibility are provided for in the mechanical design. Completion of a formal design review with NEU staff is required to satisfy this condition.

**Note to Applicant:** There is a 300mm water main on Carolina St, available for servicing. An interconnected service is required, water meter location to be on Parking Level 1, (NOT Parking Level 2 as shown on design), the domestic water service and water meter locations must conform to current Waterworks Standards. 24 hour direct access to the water meter is required. Only one water service is permitted for the property, all existing servicing will be discontinued once the new servicing has been installed.

- B.2.6 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
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