

601 W Cordova St (PRELIMINARY APPLICATION)
DP-2025-00916 – DD (Area B)

SB/ES/RM/KH/JS

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

M. So (Chair), Development Services
D. Lee, Engineering Services
J. Olinek, Urban Design & Development Planning

Also Present:

S. Black, Urban Design
H. Kobayashi, Urban Design
E. Sabadlan, Heritage Planning
R. Moss, Landscape
K. Hsieh, Development Services
C. Celeste, Development Services
J. Smallwood, Development Services
H. Jiang, Engineering Services
J. Akampurira, Engineering Services
M. Pate, Engineering Services

Applicant:

James K.M Cheng Architects
200-77 W 8th Ave
Vancouver, BC
V5Y 1M8

Property Owner(s):

The Cadillac Fairview Corporation Ltd
410-609 Granville St
Vancouver, BC
V7Y 1E8

Executive Summary

Proposal:

To alter the below-grade staging and storage area of the existing municipally designated heritage railway station (CPR Station), and to add a new 22-storey tower on the site consisting of retail use at grade and general office uses from levels 2 to 22, with an outdoor plaza.

Notes: The Preliminary Development Permit (PDP) is an early-stage application intended to provide an initial review and identify potential issues in the City's development permit approval process, typically used for larger, or more complex projects. The PDP evaluates whether the overall concept – such as the project's scale, massing and general design – is supportable and will serve as an important reference tool where key aspects are identified and ultimately approved for further, detailed design development. The conditions of approval being considered by the Development Permit Board will be applicable to a subsequent development permit requiring approval of the Development Permit Board.

This application excludes all development not explicitly identified within the project scope including any alterations to the existing heritage building and all works outside the property boundaries. Some renderings show partial removal of an off-site parkade and restoration of the west elevation of the CPR Station but that work is not within the scope of this permit application.

See	Appendix A	Standard Conditions
	Appendix B	Standard Notes and Conditions of Development Permit
	Appendix C	Vancouver Heritage Commission Meeting Minutes
	Appendix D	Urban Design Panel Meeting Minutes
	Appendix E	Gastown Historic Area Planning Committee Meeting Minutes
	Appendix F	Design Rationale

Appendix G	Plans
Appendix H	Shadow Study
Appendix I	Elevations
Appendix J	Sections
Appendix K	Landscape Drawings
Appendix L	Future SRW Encroachment
Appendix M	Building Review Branch Preliminary Review Commentary
Appendix N	RZ DP – Indigenous Engagement on Private Developments Guide
Appendix O	Heritage Conservation Strategy and Impact Assessment
Appendix P	Heritage Statement of Significance

Issues:

1. Performance relative to:
 - a. criteria for additional height in the *Downtown Official Development Plan*
 - b. urban design goals of the *Downtown (Except Downtown South) Design Guidelines*, and
 - c. compatibility with the retained municipally designated heritage building
2. Performance relative to *Central Waterfront Hub Framework* goals

Urban Design Panel: Support with recommendations 5-1

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE IN PRINCIPLE Development Application No. DP-2025-00916, submitted, the plans and information forming a part thereof, thereby permitting the alteration of the below-grade staging and storage area of the existing municipally designated railway station (CPR Station), and the addition of a new 22-storey tower on this site, consisting of retail at grade and general offices uses from levels 2 to 22, with an outdoor plaza:

1.0 Prior to the consideration by the Development Permit Board, a complete development application and a decision regarding that application, the applicant is to satisfactorily address the following:

- 1.1 Reduction of the tower massing to extend no more than 40 m (131 ft.) from the north property line and no more than 36 m (118 ft.) from the future Statutory Right of Way, and to increase the vertical separation between the top of the CPR Station and the proposed office levels as seen from Cordova Street;

Note to Applicant: Intent is to reduce the width of the tower, especially the wider levels located above the basic height limit and the portions overhanging the CPR Station, to create a tall, slender form that mitigates impacts to the site, existing views, the CPR Station, other heritage buildings, and the character and amenity of the area in general. Refer to the criteria for additional height in the *Downtown ODP* and the goals of the *Downtown (Except Downtown South) Design Guidelines* for views and physical design.

- 1.2 Revision of the design:

- i. to remove any structures and/or encumbrances above the Option to Purchase area and/or future Statutory Right of Way connecting W Cordova Street to the north property line, and
- ii. to remove any structures extending into the Seymour Street view as shown in the *Central Waterfront Hub Framework*;

Note to Applicant: Intent of item (i) is to enable a complete range of design options for the future Cordova Connector as envisioned in the *Central Waterfront Hub Framework* and allow for the full range of transportation modes; and to ensure the amenity and attractiveness of this space for future pedestrian and active transportation users. Intent of both (i) and (ii) is to preserve existing views north through the site along these axes. This condition also supports the intents of condition 1.1. See also, Standard Engineering conditions A.2.3 and A.2.4.

- 2.0 That the conditions set out in Appendix A be met prior to the submission of a complete Development Permit Application. of the Development Permit.**
- 3.0 That the Notes to Applicant and Conditions set out in Appendix B be approved by the Board.**
- 4.0 That the complete application be dealt with by the Development Permit Board.**

Technical Analysis

Zone:DD - Sub Area B				Pre-DP-2025-00916						
	Permitted/Required			Existing		Proposed				
Site Area ¹	m ²			m ²		m ²				
				7,653.0		7,653.0				
Uses ²	Other commercial use			Railway Station with Ancillary storage, workshop		Railway Station with Ancillary storage, workshop				
	Office commercial use					General office				
	Retail commercial use			Restaurant Retail Store		Restaurant Retail Store				
	Parks and Open Space Use					Plaza				
Height ³	Area 5 (Map 3)		Max. (m)				Existing Bldg		New Bldg (m)	
	Base Height		91.4							
	DPB Discretion		137.2		4 storey		no change		122.0	
View Cone ⁴	Public Views of Seymour, Capilano, Crown, and Grouse Mountains			complies		Existing Bldg		New Bldg		
						no change		TBV		
FSR +			Max.				Existing Bldg		New Bldg	Site Total
	FSR		9.0		2.3		2.0		5.1	7.0
Floor Area ⁵	Floor Area		68,877.0		17,668.4		15,199.10		38,742.1	53,941.2
			Min.							
Parking ⁶	Office (new building)		16		0				4	
			A		B		C			
Loading ⁷	Office (new building)		4		4		0		n/a	
			A		B		C			
Bicycle ⁸	Office (new building)		227		6		n/a		223	
			A		B		C			
Passenger ⁹	Office (new building)		4		0		0		n/a	
			A		B		C			
	Office (new building)		4		0		0		n/a	
			A		B		C			
	Office (new building)		4		0		0		n/a	
			A		B		C			
	Office (new building)		4		0		0		n/a	
			A		B		C			

Note: Staff do not carry out detailed technical checks on preliminary applications. The figures shown have been provided by the applicant. Resolution of any discrepancies in these figures will be required once a detailed review is undertaken during the complete application stage.

Notes:

- Note on Site Area:** The site area has been taken from the applicant's project statistics for the portion of the site being developed under this Pre-Development Permit (PDP). A current legal survey is required, including site dimensions, total site area prior to any dedications or consolidations, and the identification of all Statutory Rights of Way. Standard Development Review Branch condition A.1.4 seeks submission of a complete and current land survey.
- Note on Use:** This application is proposing to retain the existing Heritage Designated Building consisting of Railway Station with ancillary uses workshop and storage, Restaurant, Retail and Office use. The applicant proposes to demolish the existing below grade ancillary workshop and storage spaces and to develop a new building consisting of office use and an outdoor Plaza space. All these retained and proposed uses are permitted under the *Downtown Official Development Plan*. Refer to Standard Engineering condition A.2.3 seeking legal agreement for future Statutory Right of Way along plaza and open outdoor area.
- Note on Height:** Height of 122.0 m (400 ft.) is taken from the applicant's project data. No height changes are proposed to the existing heritage building. The height of the new building is calculated from the base surface and measured from the required Building Grades Standard Engineering condition A.2.12 seeks submission of a final building grade application. Height is regulated under Area 5 of Section 4 of the *Downtown Official Development Plan* (ODP), which establishes a base building height maximum of 91.4 m (299.8 ft.). The Development Permit Board may consider a height variance of up to 137.2 m (450 ft.), on consideration of the applicable ODP criteria.

Staff support the proposed height increase in principle, subject to meeting Recommended conditions 1.1 and 1.2 to reduce building bulk and visual weight and preserve open space over the future roadway.

Additional detailed elevations, sections, roof plans, supporting calculations, and finalized Official Building Grades are required to confirm height. Standard Development Review Branch condition A.1.6 seeks confirmation of height.

4. **Notes on Public Views:** This site falls within 3.2.3 and 9.2 of the *Public Views Guidelines*, Views of Capilano, Crown Mountains, Beauty Peak to Grouse Mountain. The existing heritage building does not protrude into these view cones, but the proposed new office building is right along the border of the maximum permitted.
5. **Notes on FSR and Floor Area:** The proposed floor space ratio (FSR) of 7.0 falls below the maximum permitted 9.0 FSR. For the existing building, all below-grade floor areas that are being altered or removed must be clearly identified, and the project data must be updated to reflect the revised existing floor area. To finalize the floor area, fully dimensioned drawings and complete project statistics for both the existing and proposed buildings are required. Floor area located outside the site boundary will not be included in any permits issued for this application. Coordinated FSR overlays and a comprehensive architectural package are also required to clearly demonstrate By-law compliance, including all proposed floor area exclusions. Standard Development Review Branch condition A.1.5 seeks confirmation of compliance with floor area.
6. to 9. **Parking, Loading and Bicycle Spaces:** The charted requirements are estimated values based on applicant-provided figures for the proposed new building only. The number of proposed accessible spaces, Class A bicycle spaces, and Class A passenger spaces does not meet the minimum requirements for the new office building. In addition, the project data lists 223 Class A and 6 Class B bicycle spaces, but these are not shown on the plans. These numbers may change once final floor areas are confirmed.

There are several parking-related legal agreements registered on this site. Clarification is required to determine whether the proposed changes to the below-grade levels, both within the site and within the below-grade easements affect any of the required parking spaces identified in these agreements.

Further information on the existing building's parkade levels is required, including totals for parking, loading, bicycle, and passenger spaces, to verify compliance with these agreements. Standard Development Review Branch condition A.1.7 requests confirmation that the new building complies with all applicable Parking By-law requirements. See also, Standard Engineering condition A.2.13.

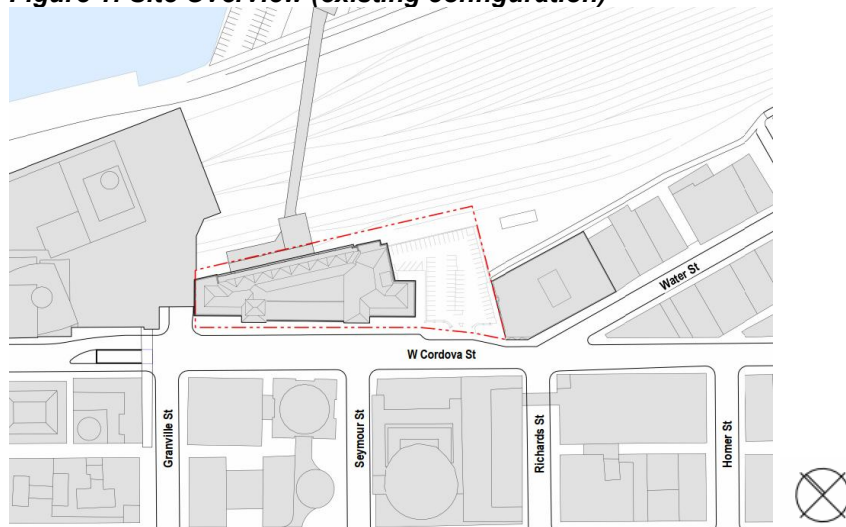
Legal Description

History of Application:

Lot:	5	2025-11-24	Complete PDP submitted
District Lot	541 and of the Public	2026-02-23	Community Open House
	Harbour of Burrard Inlet	2026-03-09	Vancouver Heritage Commission
	Group 1 New	2026-03-11	Urban Design Panel
	Westminster District	2026-03-18	Gastown Historic Area Planning Committee
Plan:	LMP 23953	2026-04-15	Development Permit Staff Committee

Site: The site is located in the Downtown District (DD), on the north side of W Cordova Street between Granville Street and Richards Street. Immediately to the east is the Gastown Historic Area, and to the north is the Central Waterfront District. The site is comprised of a single lot with a frontage of 166 m (544.7 ft.) and a depth varying from 30.3 m (99.3 ft.) on the west side and 73.24 m (240.3 ft.) on the east side. Site elevations vary from a high point of 13 m (42.7 ft.) at Granville and W Cordova Streets to a low of approximately 5.4 m (17.7 ft.) along the north side. The site is partially occupied by the CPR Station building, which is listed in the Vancouver Heritage Register (VHR) and designated as a protected heritage building. The CPR Station will be retained in place. There is an Option to Purchase area on the east end of the site which is intended to allow for a future Statutory Right of Way (SRW) connecting Cordova Street to the waterfront.

Figure 1: Site Overview (existing configuration)

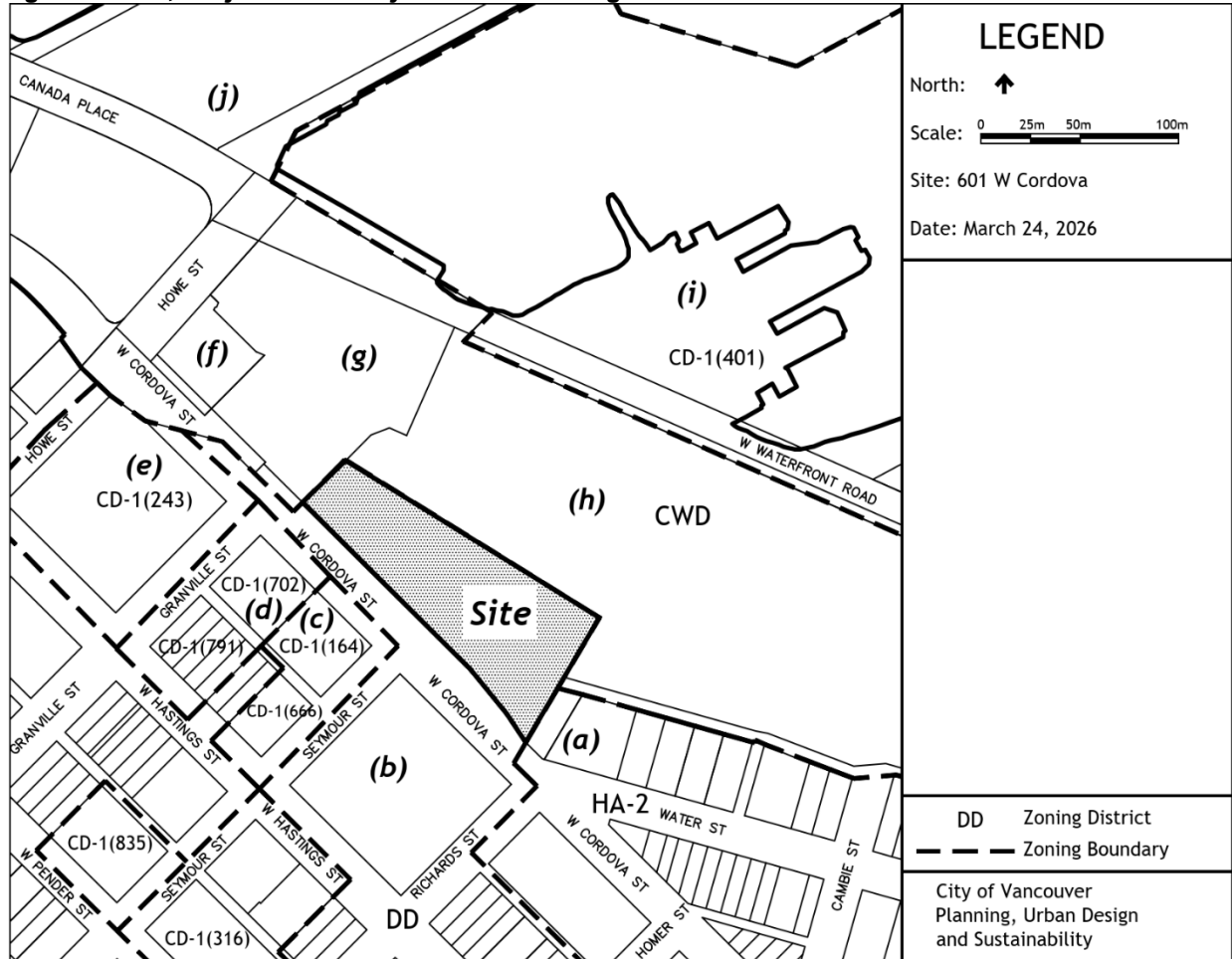


Context: The site is within the Downtown District, which encompasses most of the business areas of the Downtown. Area B, in which the application is located, contains a mix of uses and building forms, including large hotels and tall office towers. Across the street to the south is the Harbour Centre complex at 555 W Hastings Street, which includes a heritage building formerly known as the Spencer Building. To the north is the Canadian Pacific Kansas City (CPKC) railway yard 'N'. To the east and located within the Gastown Historic Area is the Kelly-Douglas Warehouse Building (The Landing) at 375 Water Street, completed in 1913. This building is the largest structure in the Gastown Historic Area, a collection of heritage buildings built at the turn of the 20th century. Most are two-to-four storeys in height, with commercial, retail, office or residential uses.

- | | |
|----------------------|---|
| a) 375 Water St | Seven-storey commercial building, designated heritage (c. 1905) |
| b) 555 W Hastings St | Harbour Centre complex; heritage building and 28-storey mixed-use building (c. 1913 and 1977) |
| c) 333 Seymour St | 17-storey mixed-use building (c. 2020) |

- | | |
|--------------------------|---|
| d) 320 Granville St | 30-storey commercial building, (c. 2024) |
| e) 757 W Hastings St | 5-storey commercial building, designated heritage (c. 1908) |
| f) 250 Howe St | 20-storey commercial building (c. 2002) |
| g) 200 Granville St | 28-storey commercial building (c. 1972) |
| h) 99 Cambie St | Canadian Pacific Kansas City rail yard |
| i) 495 W Waterfront Road | Surface parking lot, SeaBus Terminal (c.1976) |

Figure 2: Site, Project Boundary and surrounding context

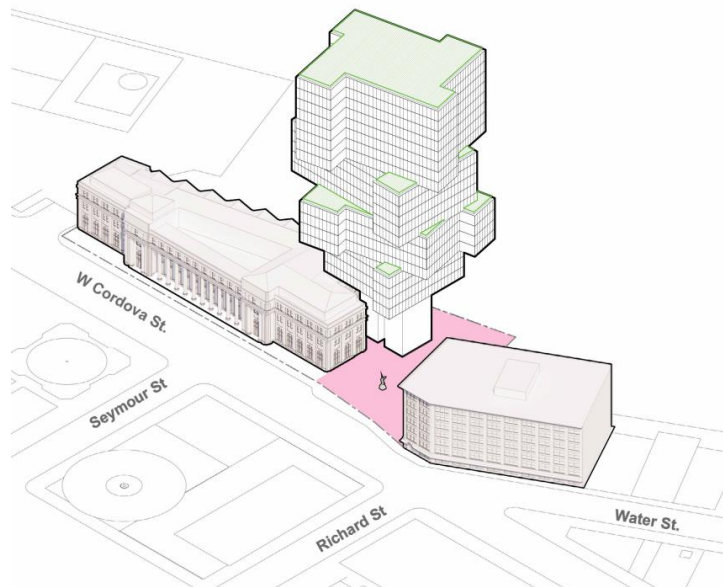


Background: A preliminary development permit application was submitted on November 24, 2025, for the subject site under the provisions of the *Downtown District Official Development Plan (ODP)*. The application is for a 22-storey, mixed-use building with retail at grade and general office use on the levels above. The application proposes an increase beyond the basic maximum height in the *ODP*, which requires a decision by the Development Permit Board. The proposal was reviewed by the Vancouver Heritage Commission on March 9, 2026, and was not supported. The proposal was reviewed by the Urban Design Panel on March 11, 2026, and was supported with conditions (5/1). The proposal was reviewed by the Gastown Historic Area Planning Committee on March 18, 2026.

Built Form: The application proposes a 22-storey office tower with a novel form for this area. The largest office levels, with 2,274 sq. m (24,477 sq. ft) floor plates, are located near the top of the building, and the

smallest office level with a 1,021 sq. m (10,989 sq. ft) floor plate is located near the bottom. The floors have a pinwheel plan that changes orientation from one group of floors to another. In combination, these features create a highly articulated form with an inverted massing (*Figure 3*). A small (985 sq. m (10,602 sq. ft)) glass lobby provides entry to the office tower via an open plaza accessed from W Cordova Street.

Figure 3: Diagram of proposed tower between the Station and Landing buildings



Applicable By-laws, Guidelines and Policies:

- ***Downtown District Official Development Plan***
- ***Downtown (Except Downtown South) Design Guidelines***
- ***DD (except Downtown South), C-5, C-6, HA-1 and HA-2 Character Area Descriptions***
- ***Public Views Guidelines***
- ***Solar Access Guidelines for the Downtown Peninsula***
- ***Developments in Proximity to Rail Facilities***
- ***Central Waterfront Hub Framework***
- ***Central Area Pedestrian Weather Protection***
- ***City of Vancouver’s United Nations Declaration on the Rights of Indigenous Action Plan (UNDRIP Action Plan 2024-2028)***
- ***Heritage Policies***

Response to Applicable By-laws, Guidelines and Policies:

- ***Downtown District Official Development Plan (1975, amended November 2025)***

The site is located in Area “B” which forms a key part of the Central Business District (CBD), the primary business and cultural district for Vancouver and the focal point of the region’s transportation system. To ensure continued economic vitality and the competitiveness of this centre of commerce, policy in the CBD prioritizes commercial uses and increased job space.

The maximum permitted density in the subarea is 9.00 FSR, and this application proposes a density of 7.0 FSR.

The basic maximum height in the subarea is an interpretive limit at 91.4 m (299.8ft.), and the application proposes a height of approximately 122 m (400 ft.) above the average grade. However, the Development Permit Board may consider a building height increase up to 137.2 m (450 ft.) on consideration of the following criteria in the *ODP*, which include:

- The bulk, location, and overall design of the building.
- The building's effect on the site, surrounding buildings, streets, and existing views.
- The amount of open space.
- The effects of overall design on the general amenity of the area.
- The provision of pedestrian amenities and public realm requirements.
- The preservation of the character and general amenity desired for the area.
- Overshadowing and view obstruction
- The submission of any advisory group, property owner, or tenant

The *ODP* also establishes certain areas where continuous retail and service uses are required along existing and potential pedestrian routes. Map 2 of the *ODP* indicates that at least 25% of the W Cordova Street frontage should include ground floor retail and services.

Staff Assessment:

The application is compliant with regulations governing land use and density within the Plan, except as noted in the Technical Analysis, and the creation of a new office building with ground floor retail is strongly supported by the intents of the *Downtown Official Development Plan* and related policies.

Staff support increased height at this location beyond the basic maximum in the *ODP* in principle, but note that the proposed design has both strengths and challenges in terms of the *ODP* criteria for additional height.

Positive aspects of the design include its location behind the east end of the CPR Station, which preserves the open space along W Cordova Street and the majority of views to the historic building façade. Retail and service uses in the CPR Station will be maintained along W Cordova Street, and supplemented by new retail at grade below the office tower. The location also avoids overshadowing existing public open space, as the new tower shadow would generally fall on the railway tracks to the north (see Appendix H).

The proposed open space extending north from W Cordova Street, part of which is intended to be secured as a future Statutory Right of Way (SRW) in connection with the option to purchase agreement, is substantial and has the potential to be developed into public open space and support a range of transportation routes. As the application is a Preliminary Development Permit application, staff have not undertaken a complete assessment of the schematic design for the open space, but recommend further development as noted in the Standard Conditions.

The application proposes 30,016 sq. m (323,095 sq. ft) of floor area over 21 levels for an average of 1,500 sq. m (16,154 sq. ft) per level, which would not be unusual for a new office tower on a site no other constraints. Nearby sites with constraints include the new office tower at 601 W Hastings Street, one block south, which sits on a small lot that was also required to provide public space. Its average floor plates are 845 sq. m (9,100 sq. ft).

Similarly, the MNP Tower at 1021 W Hastings Street which is located next to the prominent heritage Marine Building, has a typical floor of 793 sq. m (8,545 sq. ft). The average office floor plate in Vancouver among all office classes is 1,309 sq. m (14,100 sq. ft) according to a recent study by Avison Young. PWC Place at 250 Howe Street, one block west of the site and held by the same property owner, has 1,369 sq. m (14,739 sq. ft) floor plates. Staff have considered the

above examples in their recommended conditions of approval.

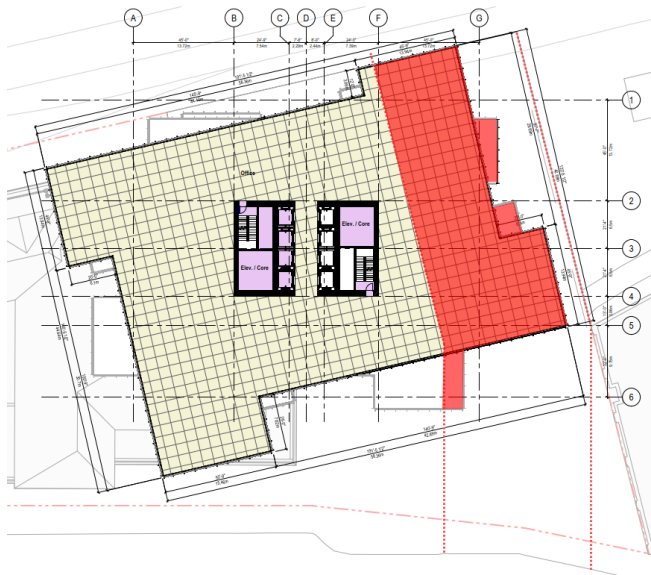
Depending on the viewer's perspective, the size and overall design of the building can be perceived as a novel addition to the larger urban pattern along the Vancouver waterfront, or as an anomalous intervention between heritage buildings that looms over them and the pedestrian realm below.

Figure 4: Architectural rendering showing bottom of proposed building (centre)



In particular, the proposed overhang of the upper floors that stagger out over the future roadway will cause a partial obstruction of sky views and natural light, affecting pedestrian amenity (see Appendix L for SRW encroachment illustration). The overhanging levels represent about 17% of the proposed floor area above grade.

Figure 5: Proposed extent of encroachment (red area) above future SRW



The Urban Design Panel was supportive of the application in general, but recommended consideration be given to raising the first occupied floors to increase the separation between the tower and the CPR Station, and making the form feel less bulky by better integrating the “tree” metaphor and making the masses more slender. Some members suggested softer transitions to the stepping, and felt the building looked very bulky and top heavy.

Staff therefore Recommend conditions 1.1 and 1.2 to reduce the visual weight and bulk of the building, and to preserve the open space over the future roadway. These conditions, if approved, will reduce the achievable floor area. Consideration should be given to increasing the height of the building within the limits of the *ODP* in a future application, contingent on varying the *Public Views Guidelines*.

- ***Downtown (Except Downtown South) Design Guidelines (1975, amended September 2025)***

The guidelines establish several goals for the Downtown area, including:

- Providing varied, accessible and interconnected open spaces for use by a wide range of people throughout the year.
- Ensuring that new structures in an area of older buildings should respect their scale, window rhythms and general facade treatments.
- Existing views should be protected and new views created from the pedestrian levels of any public and semi-public space
- Views of historic buildings from various locations in public and semi-public areas should be retained
- Developments exceeding ten floors should have tall, slender towers rather than bulkier towers of the same floor space ratio
- New developments in historically sensitive areas shall respect the scale and design quality of their neighbouring buildings and attempt to blend into the overall design of the street or the area

Staff Assessment:

The application fulfills several Guidelines goals, especially with the potential for the proposed open space in front of the CPR Station to be developed into an interesting pedestrian amenity, and in terms of preserving views of historic buildings to the east and west as seen from public and semi-public areas. Existing views from the north edge of the site over the water would potentially be enhanced by a proposed viewing platform, however, the platform is located on the future Statutory Right of Way and will not be viable when the road is developed.

The respect given by the new structure to the scale and façade of older buildings in the area is more difficult to see. The development does not propose a tall, slender tower as recommended, and it does not appear to be intended to blend into the overall design of the street or area. Existing views would be reduced by the upper levels of the tower, especially along the main view axis north over the future Statutory Right of Way (see Appendix L showing the future SRW in section).

Staff recommend design development to reduce the staggered character of the tower and reduce view impacts from Cordova Street.

- ***DD (except Downtown South), C-5, C-6, HA-1 and HA-2 Character Area Descriptions (1975, amended September 2025)***

This document gives a description of various sub-areas in the Downtown Core. The subject site is

located at Area A (Financial District). The description notes that links to the Waterfront are tenuous or non-existent because of existing incompatibility of uses and the physical separation caused by the rail lines and the abrupt change in elevation. The guideline advises that:

The existing character should be strengthened and any new development should harmonize in terms of use and scale with the existing environment. As the Waterfront is redeveloped links between it and the Financial District should be created so that it becomes a transition zone between other character areas and the Waterfront.

The guideline provides several recommendations, including:

- Pedestrian routes down streets and where possible through blocks should link this area to the Waterfront as it develops.
- Structures of architectural or historic significance should be preserved and refurbished.
- New structures should respect the scale and architectural rhythms of existing buildings.

Staff Assessment:

The application is generally aligned with the character area goals, especially in terms of leaving room at the surface level for future travel routes to the Waterfront, and by preserving views of the CPR Station from W Cordova Street.

The design's respect for the scale and architectural rhythms of existing buildings is noted by the architect in the design rationale (Appendix F) as a similarity between the widths of some projections in the floor plan and the width of the bays of the CPR Station. However, the inverted and staggered massing of the proposed tower can also be seen as a contrast to the regular and symmetrical facades of the nearby buildings that is not intended to harmonize with existing buildings.

Given the preliminary nature of the application, staff do not have urban design recommendations for the exterior treatment of the building but do recommend revising the massing of the building in Recommended conditions 1.1 and 1.2.

- ***Public Views Guidelines (2024, amended 2026)***

The site is affected by view 3.2.3, which is taken from Queen Elizabeth Park toward Capilano and Dam Mountain, and includes the circular 'crown' element atop Harbour Centre. This view limits the height of the building to a geodetic elevation of 125.7 m (413 ft.) to the top of the roof.

Staff Assessment:

The application has been developed within the limits of view 3.2.3 and the related guidelines. Staff see the potential for additional height on the site to support a taller and more slender office building but acknowledge that varying the limit of the public view would likely require Council approval through a separate process.

- ***Solar Access Guidelines for the Downtown Peninsula (2025)***

These guidelines are intended to balance new development with the protection of solar access, ensuring that downtown's public open spaces remain bright while maintaining the area's role as the region's economic hub. The guidelines recommend that proposed development should not cast new shadows within Community Parks, Neighbourhood Parks, Local Parks and school sites on the fall equinox (September 22) from 10 am to 4 pm.

Staff Assessment:

The application does not shadow any public open space during the times noted in the guidelines.

- ***Developments in Proximity to Rail Facilities (2026)***

This bulletin is intended to guide proposals located near rail facilities and ensure a consistent approach to risk assessment and mitigation.

Staff Assessment:

As the subject site is located immediately to the south of an active rail yard, staff recommend liaison with CPKC and following the relevant provisions of federal, municipal and industry guidance in Standard Condition A.1.2.

- ***Central Waterfront Hub Framework (2009)***

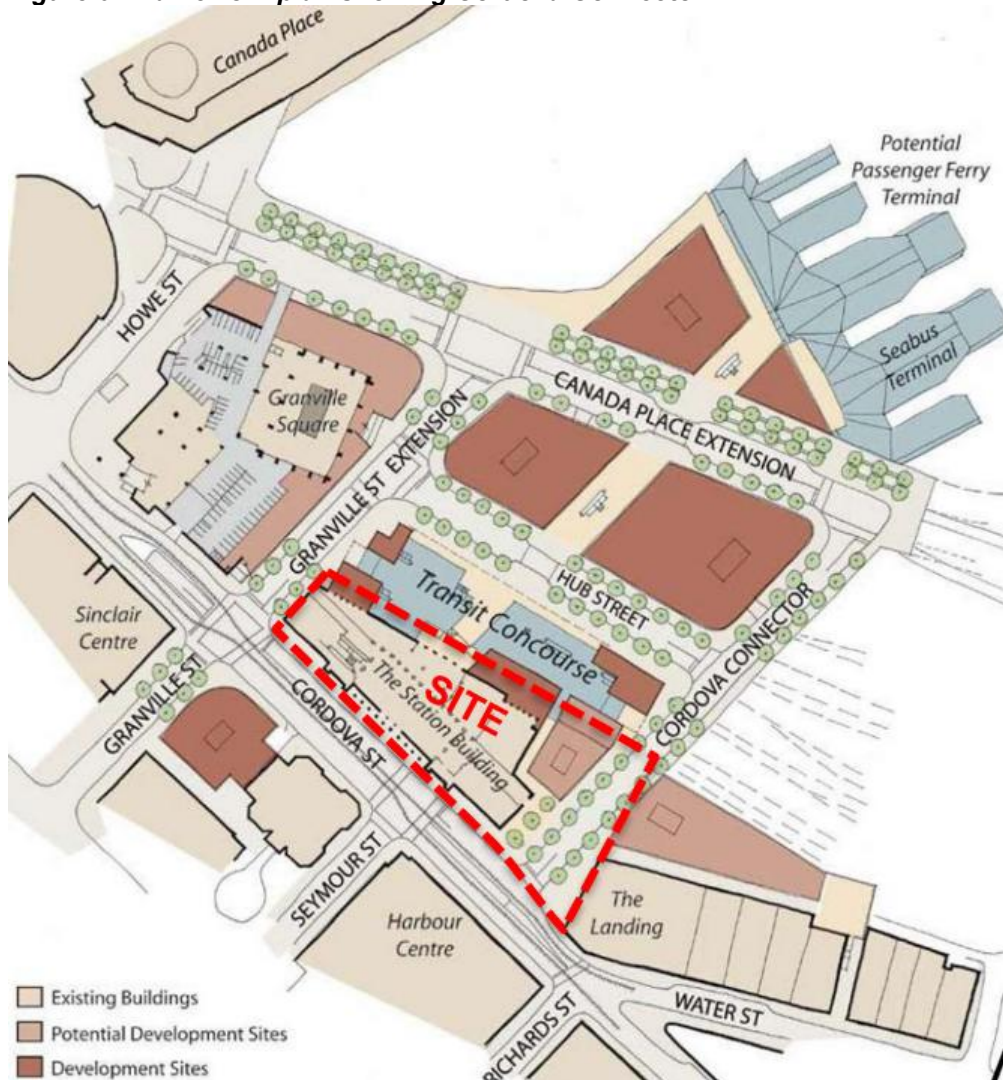
The Framework outlines a vision for the creation of a world-class transportation interchange and dynamic new downtown extension in the Central Waterfront. It establishes planning principles and objectives to guide further, more detailed work, which is ultimately expected to include amendments to the existing City policies covering the area and rezonings. For this site, relevant goals include:

- Streets within the Framework area should be designed to enable safe and efficient circulation for all modes, with priority given to walking, cycling and public transit ahead of private vehicles.
- Consideration should be given to preserving the view down Seymour Street from Dunsmuir Street over the CPR Station to the mountains.

Staff Assessment:

The application supports a key Framework goal by providing open space at the W Cordova Street level to allow for the planned Cordova Connector. This open space is intended to be secured by a future Statutory Right of Way on the property.

Figure 6: Framework plan showing Cordova Connector



However, the application also compromises the openness and amenity of the Cordova Connector and reduces the Seymour Street view with the proposed overhanging structures (see *Figure 5*).

Staff recommend removal of these overhangs in condition of approval 1.2.

- **Central Area Pedestrian Weather Protection (1978, amended 1993)**

This report is intended to achieve a comprehensive system of weather protection for pedestrians throughout the Central Area. For W Cordova Street between Granville Street and Richards Street, weather protection is actively promoted, in contrast to other areas where it is just encouraged.

Staff Assessment:

Staff recommend the provision of weather protection along the intended pedestrian areas of the site in a complete permit application, on balance with the preservation of heritage character for

the CPR Station, in Standard Urban Design condition A.1.3.

- ***City of Vancouver’s United Nations Declaration on the Rights of Indigenous Peoples Strategy (UNDRIP Strategy, 2022) and Action Plan (UNDRIP Action Plan, 2024-2028)***

The United Nations Declaration on the Rights of Indigenous Peoples Act (UNDRIP Act) is a comprehensive international human rights instrument on the rights of Indigenous peoples. It provides a framework for Reconciliation to uphold and protect Indigenous Peoples’ rights and ensure the enjoyment of those rights. As a City of Reconciliation, the City of Vancouver has committed to implementing UNDRIP, in co-development with the xʷməθkʷəy̓əm (Musqueam Indian Band), Sk̓wx̓wú7mesh Úxwumixw (Squamish Nation), and səliłwətał (Tsleil-Waututh Nation). This includes the development and implementation of the City’s *United Nations Declaration on the Rights of Indigenous Peoples Strategy (2022) and Action Plan (2024)* at the municipal level.

In particular, the UNDRIP Action Plan includes actions that prioritize collaboration with Musqueam, Squamish, and Tsleil-Waututh Nations in public-realm planning and design.

Staff Assessment:

Staff are advancing the UNDRIP Action Plan priorities through ongoing engagement on this application with the Musqueam, Squamish, and Tsleil-Waututh Nations. Through the UNDRIP Action Plan, staff support greater visibility of Indigenous cultural expression on the land and public realm. While staff are not providing an assessment on the work of the applicant’s Indigenous cultural liaison, staff will share the progress of the development application with the local Nations through the City’s Indigenous Engagement Process. Refer to condition A.1.14, which requires continued collaboration with Musqueam, Squamish, Tsleil-Waututh Nations to strengthen meaningful integration in future development stages.

The applicant has provided a design rationale informed by historical context provided by the Indigenous cultural liaisons retained by the applicant. The rationale identifies the contemporary building as the “Tree”, based on the following inspiration: “In the pre-colonial time, this area is known as ‘Grove of Maples – ‘K’emk’emeláy,’ to the indigenous people” noting “the ‘Trunk’-Core preserve the sightline and views to the water and mountains beyond, by splitting the core, and lifting the building mass off the ground...the ‘Crown’-Building Mass related the skyline of the building mass to the surrounding context of both Downtown and Gastown.”

- ***Heritage Policies (2020, amended October 2024)***

Applicable Requirements for Conservation of Heritage Property include the following:

- 3.1(a) A development proposal that includes a heritage property should be generally consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, applicable Zoning District Schedule and Design Guidelines.
- 3.1(g) An addition to the side or rear of a heritage property may be considered, on a site-specific basis, subject to:
 - (i) the availability of land on the development site to accommodate the addition,
 - (ii) the impact on the existing heritage property, and architectural and urban design considerations.

Staff Assessment:

A Heritage Conservation Strategy (Appendix O) was prepared by Luxton (December 2005)

addressing the proposed alterations to the CPR Station, with rehabilitation as the primary conservation treatment. It also includes the Heritage Impact Assessment (HIA) of the proposed contemporary building in relation to three heritage properties: the CPR Station, The Landing, and the Gastown Historic District (Appendix P).

The preliminary architectural drawings illustrate that the CPR Station will be materially altered. A contemporary addition is proposed within the site at the northeast corner of the heritage building, including an alteration of the existing below-grade staging and storage areas. It also features a new podium in the form of a glass box, with a structural glass wall that interfaces vertically with the paired corner brick pilasters, and a non-structural glass canopy that interfaces with the projecting cornice band. There are no contemplated interior alterations. The preliminary drawings included renderings of the west elevation of the CPR Station restored to reflect archival documentation, but the proposed restoration work is not contemplated as part of this application.

The preliminary landscape drawings include the relocation of the Angel of Victory at the South Plaza. The monument is a bronze war memorial created in 1921 by sculptor Coeur de Lion McCarthy to honour CPR employees who died in the First World War. Staff recommend conditions A.1.12 and A.1.13 to address the conservation proposed for the historic monument.

The Heritage Impact Assessment identified the overall form, scale and massing of the proposed contemporary building as visually and physically distinguishable from adjacent designated heritage buildings, and other existing heritage buildings within the Gastown Historic Area. The HIA recommends that the contemporary building should be subordinate or compatible with its surrounding heritage buildings, but it does not demonstrate how the proposal is subordinate or compatible with its surrounding heritage buildings. With the proposed height combined with the largest floor areas expressed on the upper levels of the raised contemporary building, the overall form, scale and massing is considered by staff to have high impact on its surrounding heritage building. Staff recommend condition 1.1 to improve the compatibility of the proposed contemporary building with the CPR Station, and to mitigate its impact to the designated heritage buildings around the area.

The physical impacts of the contemplated alterations to the CPR Station are mitigated by the proposed siting, the lifting of its massing above the parapet level, and the architectural detailing of the glass-to-masonry interfaces. The proposed glass canopy remains schematic at this stage, and design development is necessary to verify its constructability and level of alteration to the heritage building. The extent of alteration is limited to below-grade structures on the northeast area of the site. Staff consider the extent of alteration to have a low impact on the heritage building. Staff recommend condition A.1.11 to verify the scope of contemplated alterations to the CPR Station.

Conclusion: Staff have reviewed this preliminary development permit application for 601 W Cordova Street and conclude that while the proposal meets many of the intents of applicable policies and bylaws, there are also significant departures from them, and commensurate changes to the form of development are expected.

Staff recommend approval subject to compliance with the conditions outlined in this report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on March 11, 2026.

EVALUATION: Support with Recommendations: (5/1 Support)

Panel's Consensus on Key Aspects Needing Improvement:

1. Study raising the first occupied floors to increase the separation between the tower and the CPR Station building.
2. Study making the form feel less bulky by better integrating the “tree” metaphor and making the masses more slender.
3. Study programming at the ground plane to ensure the interim plaza functions well, lobby space is activated and the connection to the CPR Station building is strong.

Refer to Appendix C for the Urban Design Panel meeting minutes for details.

Response to UDP Commentary:

Regarding items 1 and 2, staff recommend design development in Recommended condition 1.1 to address the issues raised. Regarding item 3, staff recommend Standard Urban Design condition A.1.1 and Standard Landscape condition A.1.18 to address the plaza design.

VANCOUVER HERITAGE COMMISSION

The Vancouver Heritage Commission (VHC) reviewed this application on March 9, 2026. The unanimous resolution did non-support the proposed 22-storey building, and did not endorse the Heritage Impact Assessment prepared by Luxton (dated December 2025). The VHC meeting minutes are included in Appendix C attached to this report.

GASTOWN HISTORIC AREA PLANNING COMMITTEE

The Gastown Historic Area Planning Committee (GHAPC) reviewed this application on March 18, 2026. The meeting lost quorum when one of the voting members left the meeting without prior notice. The unfinished business was completed at the subsequent meeting on April 15, 2026. The Committee carried a resolution acknowledging the applicant and staff presentations, with no additional feedback and recommendations. The meeting minutes are included in Appendix E attached to this report.

ENGINEERING SERVICES

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

CONTAMINATED SITES

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

BUILDING REVIEW BRANCH

The Building Review Branch has provided preliminary comments which have been included in Appendix J attached to this report.

NOTIFICATION SYNOPSIS

A Development Permit application sign was installed at the front of the property facing W Cordova Street on January 30, 2026. This was followed by a posting on the Shape Your City webpage and the distribution of 1,083 notification postcards to the surrounding area.

Given the significance of the application, an enhanced notification process was implemented. This included an extended notification period of four weeks and an applicant-led open house held on February 23, 2026, which was attended by 68 participants.

At the time of this report, a total of 54 responses had been received through the notification process, including 17 in support of the application and 37 in opposition.

Supportive comments emphasized the project's unique and creative design, the increase in commercial density and employment space, and the view that the development would be a welcome addition to an underutilized site and appropriate for the area.

Comments in opposition raised concerns regarding the building's design and massing, potential loss of views, alignment with the proposed design and the objectives identified in the *Central Waterfront Hub Framework* and the relationship between the proposed structure and the existing heritage building. Letters from residents and adjacent landowners raised a number of specific concerns:

Desire for an updated master plan

Advancing site-specific developments without an integrated Central Waterfront framework risks foreclosing long-term options for transportation, port operations, public space, climate resilience, and Indigenous partnership. Planning should include strong leadership from all levels of government and public engagement.

Protection and optimization of the regional transit hub

Waterfront Station's role as a nationally significant, multi-modal transit hub requires clear definition of its ultimate footprint, capacity, servicing, and growth needs before private development constrains future functionality.

Impacts on adjacent lands, access, and future development

The proposed building raises concerns about street right-of-way integrity, pedestrian and visual access, building separations, utilities, and the ability of neighbouring sites to develop coherently above and below grade.

Urban design and heritage integration

The design should have better, more respectful integration with the historic CPR Station, including façade restoration, massing refinement, view corridors, and achieving a simpler, more compatible building form that supports a high-quality public realm.

Staff Response:

Staff have reviewed both the supportive and opposed comments, within the context of the *Central Waterfront Hub Framework*, the *Downtown District Official Development Plan*, the *Downtown (Except Downtown South) Design Guidelines*, and other policies, and recommend modification of the design in the recommended conditions of approval.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

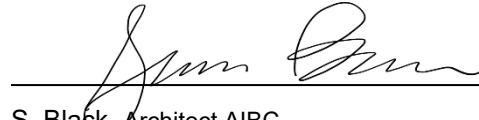
The Staff Committee has considered the approval sought by this application and has concluded that with respect to the Downtown Official Development Plan of the Zoning and Development By-law pertaining to this site, it requires decisions by both the Development Permit Board and the Director of Planning.

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority in regards to the proposed density, floor area and height, as delegated to the Board by Council.

The Staff Committee supports this proposal, subject to the conditions contained in this report.



M. So
Chair, Development Permit Staff Committee



S. Black, Architect AIBC
Development Planner



K. Hsieh
Project Coordinator

Project Facilitator: J. Smallwood

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 improve on-site open space, including:

- i. Development of the proposed plaza to provide an engaging pedestrian-oriented space with distinct publicly accessible areas, separated from the vehicle movement portion of the future Statutory Right of Way (SRW) on the site; and
- ii. Reduction of the width of the new entry enclosure to provide a 2.5 m (8 ft.) setback from the future Statutory Right of Way.

Note to Applicant: Intent is to provide room for pedestrian amenity, anticipating that the future SRW may be largely designed for vehicle movement, or its design is not resolved at the time of application. This can be accomplished by pulling the lobby enclosure back from the future SRW and by further developing the design of these spaces. Reference should be made to *the Downtown (Except Downtown South) Design Guidelines* and the *Central Waterfront Hub Framework* goals for this area. Coordination with design staff in Engineering is required. See also Standard Landscape conditions A.1.17 and A.1.18 and Standard Engineering condition A.2.3 and A.2.4.

A.1.2 Provision of a letter demonstrating liaison with Canada Pacific Kansas City Railway and other relevant organizations confirming compliance with the provisions of the federal Railway Safety Act and the Federation of Canadian Municipalities / Railway Association of Canada's Guidelines for New Development in Proximity to Railway Operation;

Note to Applicant: A signed letter should also detail the following:

- i. measures undertaken to address pertinent issues and requirements in accordance with the Act and Guidelines;
- ii. setbacks from railway operations and;
- iii. other nuisance issues related to acoustics, vibration, or other risks from proximity to railway operations.

See the *Developments in Proximity to Rail Facilities* bulletin for additional information.

A.1.3 Provision of pedestrian weather protection for the intended pedestrian areas on the site, on balance with preservation of the character of the CPR Station;

Note to Applicant: Refer to the *Central Area Pedestrian Weather Protection* report for more information.

Development Review Branch Conditions

A.1.4 Submission of a current digitally signed, sealed legal survey plan of the site, verified by a British Columbia Land Surveyor, clearly indicating site area.

- A.1.5 Confirmation that the floor area and density meet the minimum/maximums permitted in the *Downtown District Schedule and Downtown Official Development Plan*.

Note to Applicant: Floor area overlays are expected to identify floor areas and all proposed floor area exclusions for all development, existing and proposed on site.

- A.1.6 Confirmation of the proposed new building's height, including clarification of the proposed height variance and demonstration of compliance with the maximum permitted in the Downtown Official Development Plan and the *Public Views Guidelines*.

Note to Applicant: See also, Recommended condition 1.1.

- A.1.7 Confirmation that the Parking, Loading, Bicycle and Passenger spaces meet the minimum/maximum permitted in the Parking By-law and any existing legal agreements on site.

Note to Applicant: Confirm if the underground parking and passenger spaces along W Cordova Street, beyond the site property, form part of any existing parking or other agreements registered on title, or are intended to serve the proposed office building. Parking requirements for the entire site must be addressed in their entirety. See also Standard Engineering condition A.2.10.

- A.1.8 Submission of full architectural plans as follows:

- i. Updated site plan to include future statutory right of ways, dedications etc.
- ii. Identify all levels and floor areas of the existing building that are to be altered;
- iii. Identify all development beyond the site boundary associated with this application;

Note to Applicant: Label all elements, both above and below grade, proposed for demolition, including any parking, loading, or related spaces or structures. Approval from Engineering (TBV) is required for all structures or development encroaching onto City property. Please refer to Technical Note 5 - 9 and Standard Development Review Branch condition A.1.7 and Standard Engineering conditions A.2.3, A.2.5, A.2.6 and A.2.10.

- A.1.9 Clarification if proposed outdoor dining areas, patios, are for public use or forming part of the retail and or restaurant uses proposed on site or for the adjacent site at 375 Water St. ("Steamworks").

Note to Applicant: A separate permit may be required for outdoor patios.

Heritage conditions:

- A.1.10 Provision of detail drawings to accurately show typical conditions, particularly the interface between the exterior masonry walls and the contemporary addition, including annotations consistent with work as outlined in the Heritage Conservation Plan;

Note to Applicant: Typical detail drawings should confirm that adequate assessment and recording of existing conditions have been conducted to verify scope and feasibility of conservation work proposed.

- A.1.11 Provision of revised colour-coded retention drawings from a registered Architect or Engineer, clearly identifying the proposed extent and method of retention by following section 4 of the [Retention and Renovation of a Character House – Scope and Documentation Bulletin](#) (October 2023).

Note to Applicant: The CPR Station building is designated as a protected heritage property, and its retention is required. Retention documentation should clarify extent of verifiable retention of the historic building. If any 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 letter will form part of all subsequent permit application drawings.

- A.1.12 Design development to verify the final location and scope of conservation work associated with the historic Angel of Victory monument.
- A.1.13 The Owner enters into a Section 219 Restoration Covenant, which is to be completed and registered on title, obligating the owner, and future owners over time, to protect and maintain the Angel of Victory, and related matters, to the satisfaction of the Director of Planning and the Director of Legal Services;

Indigenous Relations condition:

- A.1.14 Provision of confirmation that a referral submission has been made to the Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation indicating an overview of the proposal and how feedback from each of the local Nations is being integrated into the design, including:
 - i. Written confirmation that a referral package has been submitted to the Nation Referral Departments of the Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation
Note to Applicant: Local Nation Referral Department contact information:
 - a. Musqueam Indian Band contact – referrals@musqueam.bc.ca
 - b. Squamish Nation contact – via www.squamishconnect.com
 - c. Tsleil-Waututh Nation contact – referrals@twnation.ca
 - ii. A summary report of engagement with Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation

Note to Applicant: The intent is to provide early information to the local Nations' referrals departments about the proposal with an opportunity for feedback and to demonstrate how research and recommendations from the Indigenous consultants could be carried forward into the building and open-space design at the development permit stage. The summary report of engagement will be provided by City staff to the Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation referrals departments. The summary report of engagement is subject to review by City staff. If the applicant or City staff has not received indication of concern or response from the local Nations, City staff will assume it is acceptable to proceed with the proposal; however, this does not limit the opportunity for additional input from the local Nations. Refer to Appendix N.

Landscape conditions:

- A.1.15 Provision of documents demonstrating improved growing conditions for trees and plant material planted over slab or on rooftops.

Note to Applicant: Ensure all planting areas over slabs and rooftops have adequate soil depth and volume, and ensure the underlying structures are designed to support loads from soil and plant material. This will be especially important for the trees planted in the North Plaza, and South Plaza. Planters for these trees must be adequate to support the growth of these trees over their entire lifespans. Soil depth for tree planters should meet or exceed BCSLA standards.

A.1.16 Design development to accessible roof spaces to create engaging, welcoming, and useable spaces.

Note to Applicant: Further design development and design refinement is required for these areas in order to create unique and welcoming spaces that will enhance the livability of the end users. Consider how the combination of hardscape, softscape, and plant material can create a space that users feel comfortable in, and can provide social benefits.

A.1.17 Design development to ensure accessible access for all areas of the plaza.

Note to Applicant: The “View Deck” area does not have accessible access, and can only be accessed via stairs. Ensure all elements of the public plaza are fully accessible, and barrier free.

A.1.18 Provision of detailed space planning documents outlining uses and programs for large plaza areas.

Note to Applicant: This can help inform the adequate space required for hardscape material, and any additional areas for planting that can enhance the overall useability of this plaza. Currently there is a considerable amount of hardscaping paving within the central confines of the plaza.

A.2 Standard Engineering Conditions

A.2.1 Provision of a Services Agreement to detail the on-site 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, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the services are provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. The Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

- i. Provision of design and construction of the surface improvements, support structures, and related infrastructure within the Option to Purchase area (that extends from W Cordova Street to the north edge of the site) so as to allow the surface to function as a street that carries vehicular traffic (including transit buses).

Note to Applicant: The design, plans, and specifications for the improvements within the Option to Purchase area must be reviewed and approved by, and coordinated with, Engineering.

- ii. Provision of Street improvements, and appropriate transitions, along W Cordova Street adjacent to the site, including:
 - a. Minimum 4.0 m (13.12 ft.) wide sidewalk that follows the streetscape treatment for the area;
 - b. Removal of the existing driveway crossing and reconstruction of the curb and gutter; and
 - c. Geometric changes as required to accommodate the proposed shifting of the option to purchase area, including curb and gutter and any associated road reconstruction to centerline.

- iii. Provision of upgraded sidewalk lighting (refer to lighting analysis) to current City standards and IESNA recommendations;
- iv. Provision of new or replacement duct banks that meet current City standard;

Note to Applicant: Duct banks are to consist of electrical and communication ducts and cables that connect to existing electrical and communication infrastructure.

Note to Applicant: For general Latecomer Policy information refer to the website at <https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect>.

The preparation of this legal agreement includes the requirement for collection of a fee by Development, Buildings, and Licensing for service as approved in the following Council Report: <https://council.vancouver.ca/20231003/documents/r2.pdf> and will be due prior to issuance of the Development Permit.

- A.2.2 Provision of a letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion as per the Services Agreement to the development permit clearance.

Note to Applicant: A letter of credit shall follow the City of Vancouver Treasury corporate policy <https://policy.vancouver.ca/ADMIN032.pdf> (vancouver.ca) A draft is to be submitted to engineering prior to sending any finalized document.

- A.2.3 Entry into a legal agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a future Statutory Right of Way (SRW) for public use over the Option to Purchase area as if City Street.

Note to Applicant: This SRW is required to allow the Option to Purchase area to be used as if City Street (including, but not limited to, use for pedestrians, cycling and/or other wheeled personal mobility devices, and motor vehicles) until the City chooses to exercise the Option to Purchase. No structure or building encroachments on, above, or under the SRW will be permitted without General Manager of Engineering Services approval.

The preparation of this legal agreement includes future statutory rights-of-way and the requirement for collection of a fee for service and will be due prior to issuance of the Development Permit.

- A.2.4 Arrangements shall be made to the satisfaction of the General Manager of Engineering Services and Director of Legal Services for a new structure to support a pedestrian plaza and future street in the Option to Purchase/future SRW area.

Note to Applicant: The structure within the Option to Purchase area shall be isolated from the rest of the structure. Prior to Development Permit issuance, the Property Owner shall provide a signed and sealed memorandum by a qualified Professional Engineer confirming the structure meets or exceeds the seismic performance requirements of the “Major Route” importance category per the Canadian Bridge and Highway Code S6-19.

- A.2.5 Arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a modification to the Cordova Cavity Lease Agreement (BJ231512) to clarify maintenance responsibilities.

Note to Applicant: The modification of the lease agreement shall clearly describe the maintenance responsibilities of the Owner and the City. Additional details regarding structure support of the Cordova Cavity may also be required.

- A.2.6 Clarification of the location of the building in relation to the various Easement and Right of Way boundaries at all levels, and if the building is intended to encroach into them.
- A.2.7 Provision of a copy of a current title search for each parcel of land involved in the development site.

Note to Applicant: There are various encumbrances registered on the title that may have implications for the proposed development.

- A.2.8 Provision of copies of all non-financial charges (future Statutory Right of Way, Right of Way, Covenant, Easement, Option to Purchase, and Easement and Indemnity) and legal notations listed on each title search for the development site.
- A.2.9 Provision of a charge summary, prepared by a lawyer or notary, of all non-financial charges on title to determine any implication for the proposed development, with a view to potential release of some charges.
- A.2.10 Removal of all essential building utilities, i.e. Internet, High Voltage, Vista Switch and plumbing utility rooms as shown on the Lower Floor plan, from the leased area forming the Cordova Street Undersurface (Cavity) Lease Agreement (CSUCL) under Lease BJ231512.

Note to Applicant: These should be located within Lot 5.

- A.2.11 Provision of a memorandum, signed and sealed by a qualified Professional Engineering, confirming that the proposed development:
 - i. Is situated at a sufficient distance from the Cordova III Viaduct such that the structural integrity of the Viaduct will not be adversely affected by any construction-related activities.

Note to Applicant: In the absence of such confirmation, the Property Owner shall be required to prepare and implement a Bridge Monitoring Plan, to the satisfaction of the General Manager of Engineering Services.
 - ii. Will not compromise the structural integrity of the existing areaway at 601 W Cordova Street and adversely affect any City infrastructure, including the road, sidewalk, wearing surface, etc., on top of the existing areaway at 601 W Cordova St.; and

Note to Applicant: City records indicate the presence of an existing areaway structure, the Cordova Cavity, supporting the sidewalk and the street on W Cordova Street in front of the development property located at 601 W Cordova Street. This areaway exists pursuant to an encroachment agreement and lease with Ontrea Inc. The Property Owner shall coordinate with the property manager for Ontrea Inc., Cadillac Fairview, to ensure that the structural integrity of the existing areaway at 601 W Cordova Street is not compromised.
 - iii. Will not compromise the existing area way at 375 Water St., including its ability to support the loading stipulated by the City of Vancouver Engineering Design Manual Clause 8.12.5.

Note to Applicant: City records indicate an existing areaway structure supporting the sidewalk on W Cordova Street in front of the adjacent property at 375 Water St.

A.2.12 Submission of an application for City of Vancouver Building Grades Permit Plan to inform Development Permit Application Drawings of property line grades at the development site.

A.2.13 Provision of updated Parking By-law statistics table(s) noting the following:

- i. Calculations for the minimum required parking, loading, bicycle, end-of-trip facilities and passenger loading spaces, and the number of spaces being provided for same, shall be listed by each site use.
- ii. Clearly note the following statements on the plans:
 - a. *"Parking, loading, bicycle, and passenger loading shall be provided and designed in compliance with the Parking By-law and the Parking and Loading Design Supplement"*;
 - b. *"End of Trip Facilities layout shall be in compliance with the Vancouver Parking By-law and the Vancouver Building By-law"*.

A.2.14 Provision of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this development permit, including the following items and notes to be added:

- i. Provision of new street trees adjacent to the development site, where applicable and include a notation on the plan as follows:

"Final spacing and quantity to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, installed with approved root barriers and appropriate soil. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches in depth. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for tree species specification and for inspection after tree planting completion".
- ii. Clearly note the following statement on the Landscape Plan:

"This plan is "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details".
- iii. Show/reference a city standard broom finished, saw cut concrete sidewalk and construction details along W Cordova Street.
- iv. Indicate removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk and curb to the current standards on W Cordova Street.
- v. Clear demarcation/labeling of the future SRW and the property line.
- vi. Add a note to the landscape plans that states:

"design for the improvements within the Option to Purchase area must be reviewed and approved by, and coordinated with Engineering".

Note to Applicant: Where a design or detail is not available, make note of the improvement on the site and landscape plans.

A.2.15 Provision of a waste management plan that includes a description of the following:

- i. Types of waste streams to be provided: Garbage, Organics, Mixed Papers, Mixed Containers and Glass;
- ii. Quantity, stream and capacity of container for each waste stream; and
- iii. Collection frequency of each waste stream.

A.2.16 Provision of the following revisions to the architectural plans:

- i. All types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, and labelled on the drawings.
- ii. Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions.
- iii. Design details related to the waste room, including:
 - a. an increase in size to the waste room;

Note to Applicant: Per staff calculation, depending on collection frequency, the weekly office waste generation volume may exceed the capacity of the residential waste room. Please note that the City recommends that waste rooms equate to 2-2.5 times the physical footprint of the waste and recycling containers to allow for maneuverability. Pending information on the planned collection frequency of each waste stream, staff may recommend that the developer consider either:

- i. An increase to the size of the office waste room and number of capacity or capacity of containers; or
 - ii. An increase in collection frequency.
- b. clearly depicting garbage/recycle container outlines in the Garbage & Recycling storage area in accordance with the *Garbage and Recycling Facility Storage Amenity Design Supplement*.

A.2.17 Provision of a Letter of Consent in writing from the South Coast British Columbia Transportation Authority (“TransLink”), confirming that TransLink is satisfied that the impacts on TransLink’s services, infrastructure and any future expansion or improvements to Waterfront Station and/or transit routes in the vicinity of Waterfront Station that may arise from the development have been addressed or mitigated to the reasonable satisfaction of TransLink.

Note to Applicant: Applicant is advised to contact TransLink (AIDreview@translink.ca) with regard to Limits of Approach and construction activities adjacent TransLink infrastructure at <https://www.translink.ca/about-us/doing-business-with-translink/real-estate#adjacent-and-integrated-developments>.

A.3 Standard Licenses & Inspections (Contaminated Sites) Conditions:

A.3.1 The property owner must provide:

- i. A complete and accurate Site Disclosure Statement
- ii. A Ministry of Environmental Release Notice or Certification Document (e.g. AiP).
- iii. An agreement to remediate the property, including a Section 219 Covenant to restrict occupancy until a Certificate of Compliance or Final Determination is issued by Ministry of Environment and Climate Change Strategy for each of the site and, if any, the dedicated lands.

B.1 Standard Notes to Applicant

- B.1.1 It should be noted that if conditions 1.0 and 2.0 have not been addressed on or before **November 12, 2026**, unless 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.1.5 Any existing City infrastructure adjacent to the site damaged during construction activities must be replaced to current COV Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code and the Master Municipal Construction Documents. Replacement is to be determined at the sole discretion of the General Manager of Engineering Services.
- B.1.6 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

B.2 Conditions of Development Permit:

- B.2.1 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 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 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.2.2 All work must be consistent with the approved Conservation Plan which forms a part of the development permit. A qualified heritage professional must supervise the scope of conservation work with the Professional of Record. Once the conservation work is substantially complete, the qualified heritage professional must prepare and submit a Completion Status Report as condition of the Occupancy Permit.
- B.2.3 All approved off-street parking, loading, bike, and passenger loading 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.2.4 The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services, and, in conformance with current COV Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code and the Master Municipal Construction Documents.

B.2.5 All impacted utility companies shall be contacted and notified of the following requirements:

- i. all utility services (e.g., BC Hydro, Telus and Rogers) shall be underground;
- ii. all required electrical equipment (e.g., PMT, LPT, Vista, etc.) provided for entirely within private property.

Note to Applicant: The review of third-party utility service drawings (e.g., BC Hydro, Telus and Shaw) will not be initiated until all drawings have been received by the Utilities Management Branch (UMB). For questions on this requirement, please contact the Utilities Management Branch at umb@vancouver.ca.

B.2.6 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions. It is highly recommended that the applicant submit a Key Plan to the City for review as part of the Building Permit application. Third party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

- i. the Key Plan shall follow the specifications in the City of Vancouver Key Plan Process and Requirements Bulletin <https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf>; and
- ii. all third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case-by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required. For questions on this requirement, please contact the Utilities Management Branch at umb@vancouver.ca.

B.2.7 Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License.

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

B.2.8 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (street restoration manual section 02596 and Encroachment By-law (#4243 section 3A) and access around existing and future utilities adjacent to your site.

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

- B.2.9 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.**
- B.2.10 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any subsurface work.
- B.2.11 All work on the site must be conducted in compliance with British Columbia's Environmental Management Act and Contaminated Sites Regulation.
- B.2.12 In the event that contamination of any environmental media is encountered, a Groundwater Quality Declaration or Waste Discharge Permit Application must be submitted prior to commencing dewatering activities.
- B.2.13 Contact pbdevelopment.trees@vancouver.ca prior to tree removals to initiate minimum 20-day public notification process.
- B.2.14 Tree protection fencing specifications should follow City standards and recommendations in the approved tree management plan. Protective fencing shall be in place prior to mobilization and building demolition and remain in place until the completion of the development project. Applicant to contact pbdevelopment.trees@vancouver.ca for tree protection fencing inspection.