

80 Powell Street (COMPLETE APPLICATION)
DP-2025-00672 – HA-2

DC/BL/ES/MS/CF

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

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

Also Present:

D. Cha, Urban Design
B. Lee, Landscape
M. Shah, Development Services
E. Sabadlan, Heritage
C. Moore, Engineering Services
C. Fong, Development Services

APPLICANT:

Rositch Hemphill Architects
#10-120 Powell Street
Vancouver, BC
V6A 1G1

PROPERTY OWNER(S):

80 Powell Street Holdings Ltd.
#504-189 Columbia Street
Vancouver, BC
V6A 2R4

EXECUTIVE SUMMARY

● **Proposal:**

To develop a 13-storey mixed-use commercial building consisting of Hotel use on the ground to 12th floor, and retail use at grade and Restaurant use on the 13th floor, over one level of underground parking and having vehicular access from the lane.

See	Appendix A	Standard Conditions
	Appendix B	Standard Notes and Conditions of Development Permit
	Appendix C	Urban Design Panel Meeting Minutes
	Appendix D	Vancouver Heritage Commission Minutes
	Appendix E	Gastown Historic Area Planning Committee Meeting Minutes
	Appendix F	Building Review Branch Comments
	Appendix G	Floor Plans
	Appendix H	Site Plan, Elevations, Sections and Privacy and Overlook Mitigation
	Appendix I	View Cone and Shadow Study
	Appendix J	Streetscapes
	Appendix K	Landscape Drawings
	Appendix L	Heritage Impact Assessment Report
	Appendix M	Applicant's Design Rationale

● **Issues:**

1. Height
2. Public Realm
3. Contextual Fit

● **Urban Design Panel:**

November 12, 2025 – Urban Design Panel #1: Resubmission Recommended (6/1)

April 22, 2026 – Urban Design Panel #2: SUPPORT with recommendations (6/1)

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2025-00672 submitted, the plans and information forming a part thereof, thereby permitting a 13-storey mixed-use commercial building consisting Hotel use on the ground to 12th floor, and retail use at grade and Restaurant use on the 13th floor, over one level of underground parking with vehicular access from the lane, subject to the following conditions:

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

1.1 Design development to enhance the overall public realm, further strengthen the pedestrian activity and reinforce legibility of the former CPR right-of-way by the following:

i. at the proposed Privately Owned Public Space (POPS):

a. improve the expression of the prominent column and the soffit;

Note to Applicant: Given the high visibility from the public realm, the expression and the treatment of the round column and the soffit should be high-quality and contribute to a cohesive and legible pedestrian realm as a significant former CPR right-of-way. Refer also to Recommended condition 1.1 i.d. for visually appealing architecturally integral light fixtures at the covered plaza.

b. relocate the main entrance of the retail/service from the east toward the north with exploration of high-quality operable glazing system that allow for improved direct visual and physical connection between the retail uses and the adjacent covered plaza fronting on Powell Street;

c. improve design for human scale that contributes to the historic streetscape; and

Note to Applicant: Suggested strategies include introducing fine-grained architectural detailing, high-quality material treatment, textured finishes and articulation. Large blank wall conditions should be avoided as much as possible, particularly at the exit stairs and elevator cores that interfaces with the public realm along north, south and west.

d. provision of comprehensive wayfinding strategies with legible building entrances and enhanced lighting strategies to provide for visually-appealing and active illumination of the public realm to ensure high level of perceived safety and pedestrian comfort at all hours;

Note the Applicant: An architectural, landscape lighting and wayfinding strategies should demonstrate the design approach and distinguishing the commercial and hotel entries. Consideration should be given to adding a visually appealing architecturally integral light fixtures at the covered plaza. Proposed light fixtures should be provided on the architectural and landscape drawings, and may require supplemental reflected ceiling plans, perspective images, or other architectural drawings. Refer also to Urban Design Panel #2 consensus recommendations, dated April 22, 2026.

Note to Applicant: Refer also Standard Urban Design conditions A.1.1, A.1.2, A.1.5, A.1.16 and Standard Landscape condition A.1.17.

ii. at the rear lane:

a. delete Class A Loading, and replace with 1.5 m (5 ft.) pullout space to accommodate goods loading and passenger loading vehicles; and

Note to Applicant: Paving treatments at the pullout space, including materiality, patterning, and colour, should be contrasting to clearly delineate between POPS and loading pullout area with architecturally integral bollards to address pedestrian safety concerns while strengthening the pedestrian connection through the site. Refer also to Standard Engineering Services condition A.2.10;

- b. demonstrate design strategies with exploration of improved landscape and surface treatments particularly at the hotel entrance to soften this interface and create a more welcoming experience for the hotel guests and pedestrians;

1.2 Design development to improve the building expression by the following:

- i. refine the varied fenestration and provide a more legible and consistent pattern around the building elevations with high-quality detailing;

Note to Applicant: As shown, the fenestration patterns do not appear fully compatible with the heritage context. Refer also to Standard Urban Design condition A.1.3 and Urban Design Panel #2 consensus recommendations, dated April 22, 2026.

- ii. simplify the building massing, particularly along elevations that are highly visible from the public realm;

Note to Applicant: This can be achieved by extending the floor plate without a setback along west and east elevations at the north and south corners and mitigating blank wall conditions by providing window openings with consistent fenestration patterns and façade treatments.

Note to Applicant: The intent is to strengthen the unique geometry of the diagonal cut shaped site on this important former CPR railway while ensuring compatibility with the heritage context.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• Technical Analysis

Technical Review For		80 Powell Street		Application number		DP-2025-00672		
Permitted/Required				Proposed				
						HA-2		
Site Area				7,986.82 sf				
Uses				Hotel	Conditional			
				Retail	Outright			
				Restaurant Cl. 1	Outright			
Setbacks ¹				East	4 ft			
				South	0.66 ft			
				West	11 ft			
				North	0.33 ft			
Height ²	Maximum (Outright)	75.13 ft						
	Maximum (Conditional)	Unspecified		Top of parapet above level 14	139.4 ft			
	View Cone lowest geodetic height limit	177.7 ft		Top of Mechanical	143.0 ft			
				Highest geodetic elevation is lower than the minimum geodetic height limit on View Cone analysis				
FSR ³	Unspecified			Hotel	7.20			
				Retail				
				Restaurant	0.38			
				Total	7.58			
Floor Area ³	Unspecified			Hotel	57,502.11 sf			
				Retail				
				Restaurant	3,067.34 sf			
				Combined Total	60,569.45 sf			
Access to Natural Light	Each habitable room must have 1 window and follow HAD requirements			All rooms have a window opening				
Flood Construction Level (FCL) ⁴	15.09 ft			15.09 ft				
Parking 4.1. (b)	Accessible	3		Accessible	3			
Loading ⁵	Class	A	B	C	Class	A	B	C
Restaurant	5.2.5	0	1	0		1	0	0
Retail	5.2.6	0	0	0		0	0	0
Hotel	5.2.2	0	2	0		1	0	0
	Total	0	3	0	Total	2	0	0
Bicycle	Use	Class A	Class B	Class A	Class B			
	Hotel	3	0	<u>4</u>	<u>6</u>			
	Retail	0	0					
	Restaurant	0	0	Locker	75%	3		
	Total	<u>3</u>	<u>0</u>	Horizontal	0%			
O/S	5%	0		Vertical	0%			
Lockers	10%	0		Stacked				
Vertical	30%	1		Vertical + Stacked	0%	0		
Vrt + Stack	60%	2		Over Sized	33%	1		
Passenger Loading	Class	A	B	C	Class	A	B	C
	7.2.5.2	1	0	0		1	0	0
	Total	1	0	0	Total	1	0	0

Notes:

- 1. Note on Setback:** The site is encumbered by an existing Statutory Right-of-Way (SRW) on the east side that secures emergency egress access for adjacent properties in the event of redevelopment. A 4 feet setback on the east and a 11 feet setback on the west has been proposed to maintain the required continued emergency egress. Standard Development Review Branch condition A1.9 seeks provision of an easement agreement to secure continued emergency egress access from the adjacent western property across the subject site.
- 2. Note on Height and View Cones:** Based on the official building grades, the building height measured to the top of the parapet is approximately 65.6 ft (20 m) higher than the maximum permitted height under the HA-2 District Schedule. The proposed height relaxation is therefore referred to the Development Permit Board for consideration. Standard Development Review Branch condition A 1.11 seeks additional information to indicate the corrected proposed height to the top of parapet.

Additionally, this application is also located within View Protection Zones 3.2.4 (View of Grouse and Fromme Mountains from QE Park), View Protection Zone- H (View of Grouse Mountain, Mount Fromm and Mount Burwell from the Olympic Plaza stage) and View Protection Zone J2 (View of Beauty Peak to the west side of Mount Fromme from Creekside Park). The proposed height does not impact any of these view cones. Staff supports the proposed height.

- 3. Notes on FSR and Floor Area:** The HA-2 District Schedule does not prescribe a maximum floor space ratio (FSR). Staff are supportive of excluding the covered public plaza from the FSR calculation, as the space will be secured through a Privately Owned Public Space (POPS) agreement and is not intended to function as occupiable floor area. See Urban Design condition A.1.1.
- 4. Note on Floodplain:** The site is located in a flood plain. The minimum Flood Construction Level (FCL) for the site is 15.09 ft (4.6m). The top of slab elevation at ground floor and top of parkade ramp are located at FCL. Floor mitigation measures may be needed to address this floor risk. See Appendix F for Building Review Branch comments. Standard Development Review Branch condition A1.10 seeks provision of a Flood Plain Covenant.
- 5. Note on Loading:** Loading space requirements are calculated per each use floor area as per Section 5 of the Parking By-Law. This application proposes 0 Class B space and is required to provide a total of minimum of 3 spaces per Section 5.2.2 and Section 5.2.5 of the Parking By-Law. Staff supports the relaxation with the provision of 1 Class A loading space at grade in lieu of the 3 Class B loading spaces.

• **Legal Description**

Lot: E
 Block: 7
 District Lot: 196
 Plan: 49251

• **History of Application:**

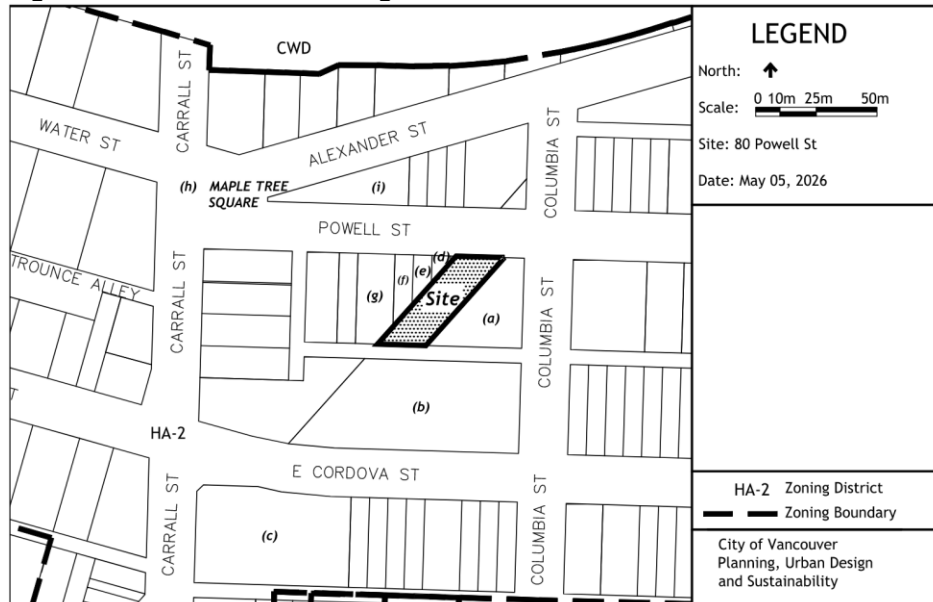
2025-09-15 Complete DP submitted
 2025-11-03 Vancouver Heritage Commission
 2025-11-12 Urban Design Panel #1 - Resubmission
 2026-04-09 Revised submission received
 2026-04-15 Gastown Historic Area Planning Committee
 2026-04-22 Urban Design Panel #2 - Support
 2026-05-27 Development Permit Staff Committee
 2026-06-10 Development Permit Staff Committee

• **Site:** The site is located within the Gastown Historic Area (HA-2) on the south side of Powell Street between Carrall and Columbia Streets. It is a mid-block site defined by a distinctive diagonal configuration reflecting its former use as a Canadian Pacific Railway (CPR) right-of-way. The site has frontage along Powell Street and the rear lane, measuring 19.9 m (65 ft.), is municipally designated as a protected historic site. The site is encumbered by an existing Statutory Right-of-Way (SRW) on the east side that secures emergency egress access for adjacent properties in the event of redevelopment. On the west side, existing emergency egress access from the adjacent properties are to be maintained and secured through a new legal agreement.

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

- a) 211 Columbia St; three-storey mixed-use (commercial/hotel) heritage building (c. 1901)
- b) 55 E Cordova St; six-storey mixed-use (commercial/live-work) heritage building (c. 2006)
- c) 16 E Cordova St; eight-storey mixed-use (commercial/residential) building (c. 1997)
- d) 58 Powell St; three-storey commercial heritage building (c. 1908)
- e) 56 Powell St; three-storey mixed-use (commercial) heritage building (c. 1907)
- f) 52 Powell St; five-storey mixed-use commercial heritage building (c. 1909)
- g) 40 Powell St; six-storey mixed-use commercial heritage building (c. 1912)
- h) Maple Tree Square
- i) 43 Powell St; six-storey mixed-use (hotel/residential/commercial) heritage building (c. 1908)

Figure 1: Site and surrounding context



● **Right-of-Way:** Prior to 1929, the Canadian Pacific Railway (CPR) moved freight between its False Creek railyards and Burrard Inlet railyards via a diagonal right-of-way through Gastown. The use of this right-of-way was decommissioned in early 1930s when the Dunsmuir Tunnel was opened to re-route the train and improve the overall traffic in the area. The site is located within the portions of Gastown and Chinatown that were designated by the province as historic areas in 1971.

As adjacent sites along the former right-of-way have redeveloped (see Figure 2), the City has consistently secured public access agreements with landscape treatments, identified in dashed pink. These include publicly accessible spaces such as the International Village Mall indoor atrium, which is aligned with and reinforces the historic CPR corridor.

Figure 2: Former CPR right-of-way Site Context – 80 Powell Street Application Site (Pink) and Development Sites along former CPR ROW (Yellow) with secured public access (Pink dashed)



● **Background:**

During the pre-application review process, staff held a number of pre-application meetings and design workshops with the applicant to discuss various development options for the 80 Powell Street site. Staff acknowledged the unique context of the former CPR railway and confirmed the City's established practice of considering additional height beyond the HA-2 district maximum along the former CPR railway, subject to the provision of public benefits, including at-grade public access (see Figure 2 and 3). Through this iterative process, staff worked closely with the applicant to advance a proposal that aligns with the intent of the applicable policy.

A Development Permit application was initially submitted on September 15, 2025, and subsequently resubmitted on April 9, 2026, following Urban Design Panel consensus recommendations. The application proposes the redevelopment of the subject site under HA-2 (Historic Area) zoning, and consists of a 13-storey mixed-use building with retail and service uses and a hotel lobby at grade, hotel rooms on the upper levels, and a restaurant use on the top floor.

This application proposes an increase in the maximum permitted building height and therefore requires consideration by the Development Permit Board.

The application was reviewed by the Vancouver Heritage Commission on November 3, 2025, where it received support. The project was first reviewed by the Urban Design Panel on November 12, 2025, which recommended resubmission (6/1). Following design revisions, the proposal was reviewed again by the Panel on April 22, 2026, and was supported with recommendations (6/1). The project was also reviewed by the Gastown Historic Area Planning Committee on April 15, 2026.

Figure 3: Streetscape showing developments along former CPR right-of-way – 80 Powell Street Application Site (Pink) and HA-2 maximum height (Red Dashed)



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

- ***Downtown Eastside Plan***
- ***HA-2 District Schedule***
- ***Gastown HA-2 Design Guidelines***
- ***Heritage Policies***
- ***Hotel Development Policy***
- ***Public Views Guidelines***
- ***Solar Access Guidelines for the Downtown Peninsula***
- ***Developments in Proximity to Rail Facilities***
- ***Flood Plain Standard and Requirements***
- ***Gastown Public Spaces Plan***

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

1. ***Downtown Eastside Plan (2014, amended 2026)***

Relevant policies in Gastown include:

- 5.2.1. Retain the historic building scale and character of the area, while supporting compatible new development.

5.2.2. Retain the predominant retail and commercial character with tourist-oriented goods and services, destination shops, boutiques, restaurants, and offices, and support a vibrant street life by retaining the character of the existing public realm.

- Open the former CPR right-of-way, a historic rail corridor linking False Creek to the Burrard Inlet, to public access to enhance walkability and pedestrian amenity, per existing right-of-way agreements, and seek agreements where none exist.

11.1.6 Improve public access, walkability and legibility of the CPR right-of-way.

Staff Assessment:

The subject site is currently utilized as a surface parking lot and has historically remained open and undeveloped. The proposed development introduces a 13-storey mixed-use building with retail and service uses and a Privately Owned Public Space (POPS) at grade. This approach is consistent with the *Downtown Eastside Plan's* direction to open the former CPR right-of-way, improve public access, walkability, legibility, and secure right-of-way agreements for public access.

Overall, staff consider the application to be generally consistent with the *DTES* policy direction to strengthen public access and reinforce the significance of the historic CPR corridor, subject to the applicant addressing Recommended Condition 1.1 and Standard Urban Design Conditions A.1.1 and A.1.2.

2. HA-2 District Schedule (1996, amended 2026)

The Gastown Historic Area is the site of the old Granville Townsite, and it is from this area that the City of Vancouver developed and grew. The intent of this schedule is to recognize the area's special status and to ensure the maintenance of Gastown's "turn of the century" historical and architectural character.

Under the site's existing HA-2 zoning, there is no maximum floor space ratio in this district, and the maximum or minimum building height may be increased or decreased by the Director of Planning or Development Permit Board after consulting with any Council approved advisory group for the area to consider the following:

- a) the height, bulk and location of the building and its impact on the site, surrounding buildings and streets, and existing views;
- b) the impact of overall design on the general amenity of the area; and
- c) the intent of this schedule.

Staff Assessment:

Staff note that the proposed height and massing will result in a high visual presence within the Gastown Historic Area. However, the subject site is defined by an irregular, diagonal configuration associated with the former Canadian Pacific Railway (CPR) right-of-way, which differs from the area's traditional orthogonal street grid and limits the ability to achieve a conventional sawtooth historic form. The site's unique geometry and historic function distinguish it from other Gastown parcels.

Given these site-specific constraints and historical considerations, Staff acknowledge that the subject site represents an exception within the Gastown Historic Area and warrants a unique urban design response. On balance, Staff recommend support for the proposed increase in height based on the following considerations:

- a) The proposal secures public access at grade along the former CPR right-of-way with landscape treatment and open-to-sky conditions that improve daylight access and strengthen the legibility of the corridor. The proposed height is generally compatible with other approved developments under HA-2 zoning along the former CPR corridor, including 55 East Cordova Street, 16 East Cordova Street and 425 Carrall Street, where additional height beyond the HA-2 height limit were supported in exchange for the delivery of public open space and public access agreement.

Views and overlook impacts have been mitigated through building orientation and unit placement, as demonstrated in the submitted elevations (Appendix H), with limited window overlap along east and west façades. Hotel units facing the adjacent property at 211 Columbia Street are considered appropriate, as that site is municipally designated and subject to a Heritage Revitalization Agreement (HRA) that limits future redevelopment potential.

- b) The development contributes positively to the general amenity of the area through the delivery of hotel units, active retail frontages, and secured public access at grade.
- c) The proposal is generally consistent with the intent of the HA-2 District Schedule by recognizing Gastown's special historic status while reinforcing the historical significance of the former CPR right-of-way on this unique site.

3. *Gastown HA-2 Design Guidelines (2002, amended 2026)*

The *Gastown HA-2 Design Guidelines* encourage new development that respects and reinforces the area's historic character without replicating heritage styles. New buildings are expected to fit within the established scale, height, massing, and fine-grain rhythm of Gastown; use contemporary architectural expression that is subordinate to surrounding heritage resources; maintain a pedestrian-oriented streetwall; and employ vertical proportions, narrow bays, and durable, context-appropriate materials.

Staff Assessment:

As noted above, the subject site is defined by an irregular, diagonal configuration associated with the former Canadian Pacific Railway (CPR) right-of-way, which differs from the area's traditional orthogonal street grid and limits the ability to achieve a conventional sawtooth historic form. The site's unique geometry and historic function distinguish it from other Gastown parcels.

Given these site-specific constraints and historical considerations, Staff acknowledge that the subject site represents an exception within the Gastown Historic Area and warrants a unique urban design response while reinforcing the fine-grain rhythm, materiality and texture of the Gastown context.

Staff recommend Conditions 1.1 and 1.2 to further refine the public realm interface and architectural expression of the building, ensuring compatibility with the surrounding heritage context and enhancing the presence of the CPR corridor.

4. *Heritage Policies (2020, amended October 2024)*

As part of the Development Permit Board review process, staff consulted with the Vancouver Heritage Commission (VHC) and the Gastown Historic Area Planning Committee (GHAPC) to consider the Heritage Impact Assessment of the proposed application.

VHC carried a resolution with unanimous support. GHAPC members discussed their perspectives on the project's height, material colour, and visual impact from Maple Tree Square. After discussion, GHAPC carried a resolution that only acknowledged the presentations by staff and applicant team.

Staff Assessment:

The new development contemplates a 13-storey building, which staff identified to have potential impact on the physical and visual integrity of the historic right-of-way, as well as the access to the rear of all the adjacent heritage buildings to the east and west of the site. In response, the proposed tower provides side yard setbacks of 1.2 m (4 ft.) along the east and 3.3 m (11 ft.) along the west to maintain and secure rear egress. The proposal is not physically tied to the exterior and structure of any of the adjacent protected heritage buildings, and therefore staff assess that the proposed new development has low impact to the adjacent heritage buildings.

5. *Hotel Development Policy (2025, amended 2026)*

The *Hotel Development Policy* seeks to support a thriving local and regional economy by encouraging the intensification and expansion of hotel space, particularly in downtown locations with proximity to major transportation nodes, convention facilities, employment centres, and tourism destinations. The Policy encourages Development Permit applications on sites where hotel use is permitted to increase the number of hotel rooms through the addition, retention, or replacement of hotel accommodation.

Staff Assessment:

The application proposes 90 hotel rooms, with a rooftop restaurant and active retail/service uses at grade, located within the downtown core and in close proximity to major transit routes, convention facilities, offices, and key tourism destinations. Staff consider the proposal to be generally consistent with the *Hotel Development Policy*, contributing additional hotel capacity in a highly suitable and strategic location.

6. *Public Views Guidelines (2024, amended 2026)*

The subject site is located within protected public view corridor H, which views northward from Olympic Village Plaza toward the North Shore Mountains.

Staff Assessment:

The application complies with the height parameters of the protected view.

7. *Solar Access Guidelines for the Downtown Peninsula (2025)*

The *Solar Access Guidelines* aim to balance new development with the protection of sunlight access to downtown public open spaces, while supporting the area's role as the region's economic hub. The guidelines recommend that new development not cast additional shadow on Community Parks, Neighbourhood Parks, Local Parks, or school sites on the fall equinox (September 22) between 10:00 am and 4:00 pm.

Staff Assessment:

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

8. *Developments in Proximity to Rail Facilities (2026)*

The *Developments in Proximity to Rail Facilities* bulletin provides guidance for development located near rail infrastructure to ensure a consistent approach to risk assessment and mitigation.

Staff Assessment:

The subject site is located within the Noise Area of Influence (300 m) south of the CPKC Rail Yard, measured from the rail property line/right-of-way, and lies outside the Vibration Area of Influence (75 m) identified in the bulletin. As a result, a letter of assurance or a submission of rail-related Noise Study documentation prepared by a qualified professional is required, in accordance with applicable federal, municipal, and industry standards, as outlined in Standard Urban Design Conditions A.1.6. to A.1.8.

9. *Flood Plain Standards and Requirements (2014, amended 2023)*

The *Flood Plain Standards and Requirements* guideline provides guidance on meeting the City's designated flood plain standards as described in the Vancouver Building By-law and applied to building permits and subdivisions. The flood plain standards apply to all lands designated as flood plains and subject to floor construction level (FCL) requirements.

Staff Assessment:

The subject site is located within the Burrard Inlet floodplain and is subject to a Flood Construction Level (FCL) of 4.6 m (15 ft.). Buildings constructed within designated floodplains must comply with the Vancouver Building By-law requirements regarding construction materials and the installation of service equipment below the FCL, to the satisfaction of the Chief Building Official. Refer to Standard Development Review Branch Conditions A.1.10 and Appendix F for Building Review Branch comments.

10. *Gastown Public Spaces Plan (2026)*

The *Gastown Public Spaces Plan* applies to the public right-of-way, including streets, laneways, squares, and plazas, and provides a long-term, people-first framework to enhance public spaces, improve street function, support local businesses, advance Indigenous reconciliation, and guide phased public-realm investments throughout Gastown.

Staff Assessment:

While the *Gastown Public Spaces Plan* is intended to guide improvements within the public right-of-way, the proposed development supports the *Plan's* broader public-realm objectives through the provision of ground-level POPS and landscape treatment. Staff recommend Standard Urban Design Condition A.1.5 to consider integrating the site history into the proposal as an important former CPR right-of-way through culturally appropriate public art, storytelling elements, site furnishings, materials and landscape treatments.

• Conclusion:

Staff have reviewed the application and determined that the proposed development generally responds to the key policy objectives for this site, particularly those directing enhanced public access and public realm improvements along the former CPR right-of-way, through the securing of a public access agreement at grade.

The City has an established practice of allowing conditional height relaxation beyond the HA-2 maximum outright height along the former CPR corridor in exchange for the delivery of public benefits, including at-grade public open space with public access agreement. Staff have considered the site-specific context, heritage considerations, and urban design performance, and conclude that, on balance, the proposed height is supportable and appropriate within the CPR corridor context. The increased height supports the addition of hotel rooms in the city, contributes to the economic viability of the project, and provides an incentive for the delivery of publicly accessible open space at grade.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on November 12, 2025 and April 22, 2026. Urban Design Panel Meeting minutes are included in Appendix C attached to this report.

Urban Design Panel #1 on November 12, 2025:

EVALUATION: Recommend Resubmission (6/1)

Panel's Consensus on Key Aspects Needing Improvement:

1. Reconsider design of the covered plaza to ensure its function as an active, safe and inviting public space rather than a narrow pedestrian corridor / thoroughfare.
2. Consider further treatment and activation of the blank façade at the lane and sidewalk.
3. Revisit elevator access, gateway control, structure at ground level to open up more for public access.
4. Explore opportunities to give ground floor back to the public with further improvements and further activate the public realm.
5. Support for the proposed height and massing if the ground level is further opened up for the public as a series of open spaces.
6. Further design development of contextual fit as it relates to the architectural expression and materiality.
7. Revisit the façade articulation and material palette to ensure compatibility with the heritage context and avoid overly generic or utilitarian expression.
8. Consider material durability that weathers well overtime.
9. Further design development at rooftop crown and soffit treatments at the covered plaza.

Urban Design Panel #2 on April 22, 2026:

EVALUATION: Support with Recommendations (6/1)

Panel's Consensus on Key Aspects Needing Improvement:

1. Consider a more meaningful integration of the site's history, specifically regarding the sacrifices of the Chinese-Canadian community.
2. Further study development of the elevations to rationalize the randomness and integrate it within its heritage context.
3. Further study servicing needs, especially to ensure they don't conflict with the experience of the public plaza.
4. Exterior lighting to be further developed especially at the ground floor.

Response to the UDP Commentary:

With respect to Item 1, staff note that the subject site is located outside the Chinatown area, and there is no specific policy direction requiring the historic interpretation of Chinese-Canadian railway workers at this location. However, staff recommend Standard Urban Design Condition A.1.5 to consider integrating the site history into the proposal as an important former CPR right-of-way through culturally appropriate public art, storytelling elements, site furnishings, materials and landscape treatments.

With respect to items 2, 3, and 4, staff recommend further design development through Recommended Conditions 1.1 and 1.2, and Standard Urban Design Condition A.1.4 and A.1.16, to address façade articulation, servicing integration, exterior lighting and CPTED considerations, particularly at the ground level.

HERITAGE

Vancouver Heritage Commission (VHC). VHC reviewed this application on November 3, 2025, including a resolution with unanimous support, with resolution included in the Appendix D.

Gastown Historic Area Planning Committee. GHAPC reviewed this application on April 15, 2026, with resolution acknowledging the staff and applicant presentation in Appendix E.

ENGINEERING SERVICES

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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

LANDSCAPE

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

BUILDING REVIEW BRANCH

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

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

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

NOTIFICATION SYNOPSIS

A Development Permit application sign was installed at the front of site facing Powell Street on October 23, 2025, and was subsequently updated to reflect the revised submission. Notification was also provided through the Shape Your City webpage and the distribution of approximately 1,253 notification postcards in the neighbourhood on October 23, 2025, and a further 1,253 postcards on April 9, 2026. The postcard and the development application materials were posted online at <https://www.shapeyourcity.ca/80-powell-st>.

At the time of this report, a total of fifty-four (54) responses have been received, including twenty-one (21) in support, twenty-nine (29) in opposition, and four (4) expressing mixed views. In addition, thirty-six (36) signed letters of support were received from local retailers and business owners in Gastown.

Support for the application generally related to:

- The proposed hotel use, massing, and height;
- Anticipated economic benefits, including increased visitation, support for local businesses, and job creation;
- Activation of an underutilized site, contributing to neighbourhood vibrancy and safety;
- The provision of a public plaza and improved pedestrian interface at grade;
- The rooftop restaurant and overall design as a potential destination for both visitors and locals;
- Preservation and enhancement of the former railway right-of-way;
- Improvements in the revised design, including materiality and architectural expression that better respond to the Gastown context while maintaining a contemporary approach.

Concerns expressed by respondents generally related to:

- Building height, scale, and compatibility with Gastown's historic character;
- Potential impacts on views, overlook and shadowing;
- Precedent for future development that may not align with existing policy and guidelines;
- Functionality and safety of the proposed breezeway, particularly in relation to weather, safety and social conditions;
- Preference for residential use over additional hotel development;
- Traffic, servicing, parking, and lane capacity constraints;
- Architectural expression and perceived inconsistency with the area's heritage character;
- Limited detail regarding the design, programming, and long-term public benefit of the proposed open space.

Comments expressing mixed views or specific considerations included:

- Requests for further clarity on privacy impacts, particularly from the rooftop restaurant;
- Suggestions to refine materials and finishes to better reflect Gastown's masonry character;
- Concerns regarding construction and service-related impacts, particularly in the adjacent lane;
- Input from the Port Authority, requesting review of transportation impacts and consideration of mitigation measures related to port operations; and
- Recommendations to acknowledge proximity to port activities through appropriate design measures and legal agreements.

Public comments/concerns: **Building height, scale, and compatibility with Gastown’s historic character.**

Staff response:

Staff note that the proposed height and massing will result in a high visual presence within the Gastown Historic Area. However, the subject site is defined by an irregular, diagonal configuration associated with the former Canadian Pacific Railway (CPR) right-of-way, which differs from the area’s traditional orthogonal street grid and limits the ability to achieve a conventional sawtooth historic form. The site’s unique geometry and historic function distinguish it from other Gastown parcels.

Given these site-specific constraints and historical considerations, Staff acknowledge that the subject site represents an exception within the Gastown Historic Area and warrants a unique urban design response.

Staff also note that the City has an established practice of permitting additional height beyond the HA-2 maximum along the former CPR corridor in exchange for public benefits. These benefits include the provision of publicly accessible at-grade open space secured through legal agreements. Comparable approved and existing developments along the CPR corridor within the HA-2 zoning include 55 East Cordova Street, 16 East Cordova Street, and 425 Carrall Street.

Taking into account the site context, heritage considerations, and overall urban design performance, Staff conclude that, on balance, the proposed height is appropriate and compatible within the CPR corridor context.

The additional height supports the provision of new hotel rooms, contributes to the project’s economic viability, and enables the delivery of publicly accessible open space at grade.

Public comments/concerns: **Potential impacts on views, overlook and shadowing.**

Staff response:

Views and overlook impacts have been mitigated through building orientation and unit placement, as demonstrated in the submitted elevations (Appendix H), with limited window overlap along east and west façades. Hotel units facing the adjacent property at 211 Columbia Street are considered appropriate, as that site is municipally designated and subject to a Heritage Revitalization Agreement (HRA) that limits future redevelopment potential.

Staff have assessed the shadow analysis provided by the applicant and confirmed that the application does not shadow any public open space on the fall equinox (September 22) between 10:00 am and 4:00 pm and complies with the *Solar Access Guidelines for the Downtown Peninsula*.

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

Public comments/concerns: **Functionality and safety of the proposed breezeway, particularly in relation to weather, safety and social conditions.**

Staff response:

Staff note that the application has undergone a rigorous design review process, including consideration by the Urban Design Panel on November 12, 2025 and April 22, 2026, which provided expert advice on the at-grade public open space to preserve the former CPR railway.

The application secures Privately Owned Public Space (POPS) at grade with landscape treatment and provides retail/service use at grade to support pedestrian activity and open-to-sky along the pedestrian pathway for improved daylight access.

Recommended Condition 1.1 and Standard Condition A.1.16 seek further design development to enhance the public realm interface, strengthen pedestrian activity, and address Crime Prevention Through Environmental Design (CPTED) principles, including visibility, activation, and user comfort.

Through these measures, Staff consider that the design can be refined to improve functionality, safety, and overall usability of the POPS.

Public comments/concerns: **Architectural expression and perceived inconsistency with the area's heritage character.**

Staff response:

Staff note that the application has undergone a rigorous design review process, including consideration by the Urban Design Panel on November 12, 2025 and April 22, 2026, which provided expert advice on architectural expression and contextual fit on this unique site.

Recommended Condition 1.2 seeks further design development to refine the building's architectural expression, with the objective of improving compatibility with the surrounding heritage context while also responding to the site's distinctive diagonal geometry associated with the former CPR railway.

Through this continued refinement, Staff consider that the proposal can achieve an appropriate balance between heritage character and a contemporary architectural response reflective of the site's unique conditions.

Public comments/concerns: **Concerns regarding proximity to port and rail operations.**

Staff response:

Staff note the subject site is in proximity to active port and rail operations. Standard Conditions A.1.6 to A.1.8 require submission of a letter of assurance from a qualified professional confirming compliance with applicable interior and exterior noise standards, or a Noise Study identifying mitigation measures to be incorporated into the proposal. The applicant is also required to enter into a legal agreement and provide written acknowledgement from relevant rail authorities confirming receipt of the application and reports from the applicant.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and has concluded that with respect to the Zoning and Development By-law and Official Development Plan 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 as delegated to the Board by Council.

It also requires the Board to consider a relaxation of by-law Section 3.1.2 (building height) and three (3) Class B Loading spaces. The Staff Committee supports the relaxation proposed.

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



M. So
Chair, Development Permit Staff Committee



D. Cha
Development Planner



M. Shah
Project Coordinator

Project Facilitator: C. Fong

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 Arrangements are to be made to the satisfaction of the Director of Planning and the Director of Legal Services for a Statutory Right of Way (SRW) for public life use over the proposed Privately Owned Public Space (POPs);

Note to Applicant: Refer also to Recommended Condition 1.1.

- A.1.2 Provision of updated site plan and landscape plans as follows:

- i. include the proposed POPS signage location(s); and
- ii. clearly note the following notations:

“Contractor to contact City of Vancouver Sign Shop at nysignshop@vancouver.ca to coordinate an order for standard POPS sign. Include billing address, contact name and phone number, number of POPS signs required and planned pickup date at National Yard for the signs. Once this information is received, a unique job number will be created for the Contractor. Accounts Receivable Clerk will then process the invoice and bill out the final amount accordingly.”

Note to Applicant: Standardized Privately Owned Public Space (POPS) signage should be installed in a highly visible location(s) within the POPS SRW area, at the applicant’s expense.

- A.1.3 Provision of a typical enlarged architectural details with dimensions indicating the following:

- i. soffit at the covered plaza;
- ii. façade of the Terra Cotta panels with vertical textured finish and red metal accents; and
- iii. interface of the prominent column and the ground level public realm;

Note to Applicant: The detailing of these building elements should contribute to the long term performance of the building as an importance place in the city. Architectural design details, rather than building envelope or construction details, are required for development permit review. Details should generally be in section, at a large scale such as 1:20 or equivalent, and include notes and dimensions. Review of these drawings may result in additional Urban Design comments or conditions. Refer also to Recommended Condition 1.2.

- A.1.4 Design development to consider the servicing requirements of the hotel operations;

Note to Applicant: Drawings should demonstrate detailed resolution of building services, including waste, back-of-house and electrical/mechanical spaces, and locate these functions away from the ground floor as much as possible to ensure performance of the POPS is not compromised. Refer also to Urban Design Panel #2 consensus recommendations, dated April 22, 2026 and Engineering Condition A. 2.9.

- A.1.5 Consideration to meaningfully integrate the site history into the proposal as an important former CPR right-of-way;

Note to Applicant: This may be achieved through the incorporation of culturally appropriate public art, storytelling elements, site furnishings, materials and landscape treatments that reference the historic rail corridor. Refer also to *Gastown Public Spaces Plan* and Urban Design Panel #2 consensus recommendations, dated April 22, 2026.

- A.1.6 Demonstration to the satisfaction of the Director of Planning that noise from adjacent rail operations have been appropriately addressed by providing the following:
- i. provision of a letter of assurance from a Qualified Professional confirming that interior and exterior noise standards as outlined in the Appendix C of the [Guidelines for New Development in Proximity to Railway Operations](#) have been met; or
 - ii. requirements of section 2.1.3 of the [Developments in Proximity to Rail Facilities Bulletin](#) have been met;
- A.1.7 Entry into legal agreements identified in section 2.3.1 [Developments in Proximity to Rail Facilities Bulletin](#) of the satisfaction of the General Manager of Engineering Services, Legal Services and Planning Urban Design & Sustainability;
- A.1.8 Provision of written acknowledgment(s) from all relevant rail authorities confirming receipt of the complete application and reports from the applicant;

Note to Applicant: Refer to section 2.4 of the [Developments in Proximity to Rail Facilities Bulletin](#). Written acknowledgment in the form of an email from an authorized representative of the Rail Authority will be accepted in place of written acknowledgment on company letterhead.

Development Review Branch Conditions

- A.1.9 Make arrangements (legal agreements) to the satisfaction of the General Manager of Engineering Services & Director of Legal Services for the registration of an indemnity agreement for the portions of the building that encroach on to the site to the West of the application site;

Note to Applicant: Confirmation of registration of an Easement agreement with the adjoining property owner(s) is recommended. Please note that the City is not a party to this agreement between adjacent landowners.

- A.1.10 Make arrangements to the satisfaction of the General Manager of Engineering Services, Director of Legal Services, and Chief Building Official for a Flood Plain Covenant;

Note to Applicant: The site is located in designated flood plain. Refer also to Flood Plain Guidelines: <https://guidelines.vancouver.ca/guidelines-flood-plain-standards-requirements.pdf>. See also Appendix F for Building Review Branch comments.

- A.1.11 Provision of geodetic elevations at top of parapet and guardrails on Elevations and Section;

Note to Applicant: Building height would be considered from the lowest interpolated level on the base surface to the top of parapet. Please update the building height information on the Data Summary sheet DWG A0.2 by noting the height to the top of parapet above level 14.

- A.1.12 Provision of written confirmation from a code consultant that the proposed water feature at grade along the west property line will not compromise the safe egress of occupants from the neighbouring building's emergency exits;

A.1.13 Provision of drawings by renaming the proposed 'micro food commercial retail unit' to 'retail unit' on Level 1 Plan;

A.1.14 Provision of the following notations to be included on the submitted plans:

- i. "The design of the parking structure regarding safety and security shall be in accordance with Section 4.10 of the Parking By-law";
- ii. "A minimum of one electrical outlet shall be provided for each two Class A bicycle spaces";
- iii. "All building dimensions, setbacks and yards are to the outside of cladding";
- iv. "The design of bicycle spaces (including bicycle rooms, compounds, lockers and/or racks) regarding safety and security measures and end of trip facilities regarding required design standards shall be in accordance with the relevant provisions of Section 6 of the Parking By-law";
- v. "Mechanical equipment (ventilators, generators, compactors, and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555"; and
- vi. "The acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations".

A.1.15 Written confirmation that the site sign(s) have been removed.

Crime Prevention Through Environmental Design (CPTED)

A.1.16 Design development to incorporate the principles of Crime Prevention Through Environmental Design (CPTED) including:

- i. provide architectural integral parkade gate;
- ii. maximize opportunities for natural surveillance;
- iii. provide unobstructed and transparent sightlines to exits and destinations;
- iv. having particular regard for mischief in alcoves and vandalism such as graffiti;
- v. outdoor common area and path lighting; and
- vi. visibility and security in the underground parking garage in accordance with the Parking By-law including:
 - a. providing 24 hour overhead lighting at exit doors and steps lights;
 - b. providing white-painted walls; and
 - c. ensuring a high degree of visibility at doors, lobbies, stairs, and other access routes.

Note to Applicant: Light fixture types, locations, and illumination levels should be indicated on the landscape or site plans, and should be integrated into the site and building design. Site lighting should address strategies for path and exit lights, wayfinding, security, decoration, and mail delivery. Exterior lights should be oriented away from adjacent residential properties.

Landscape Conditions

- A.1.17 Design development to provide permanent publicly accessible seating integrated into the POPS design, particularly at the covered plaza along Powell Street, to ensure the POPS does not solely rely on movable tables and chairs to function as a public space;

Note to Applicant: Refer also to Urban Design condition 1.1 and Standard Urban Design condition A.1.5.

- A.1.18 Design development to incorporate appropriate measures to prevent climbing vegetation from damaging the rear brick facade of the neighboring building;

Note to Applicant: The proposed planting scheme includes suckering species (*Parthenocissus tricuspidata* and *Hydrangea anomala petiolaris*). These shall be replaced with non-suckering species only. Consideration of alternative design solutions to improve the public realm interface along the west property line, as the vines shown in the rendering may not thrive due to limited sunlight availability.

A.2 Standard Engineering Conditions

- A.2.1 Provision of Design Elevations to be shown on the Level 1 plan/sheet A3.0;

Note to Applicant: Two Design Elevations at parkade ramp are missing (see markup for location/details).

- A.2.2 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. The following items and notes are to be added to the landscape plan:

- 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. Indicate removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk and curb to current standards on Powell Street; and

- iv. Note on drawings that new or replacement duct banks that meet current City standard are required if sidewalks are replaced.

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

A.2.3 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, 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.2.4 Provision of Parking access, per [Parking By-law Section 4](#) and the [Design Supplement](#), including the following:

- i. convex mirrors or view portals on the main ramp;
- ii. safe, functional grades on the ramp and in parking areas including:
 - a. maximum 15% ramp grade after the first 6.1 m (20 ft) from the property line; and
 - b. maximum 5% crossfall grades for maneuvering aisle for Class A loading spaces.

A.2.5 Provision of vehicle space(s), per [Parking By-law Section 4](#) and the [Design Supplement](#), including a minimum 5.0 m (16.4 ft) width, 5.5 m (18 ft) length and 2.3 m (7.5 ft) vertical clearance for van accessible spaces;

A.2.6 Provision of loading space(s), per [Parking By-law Section 5](#) and the [Design Supplement](#), including a minimum 2.7 m (8.9 ft) width, 5.5 m (18 ft) length for Class A spaces;

A.2.7 Provision of passenger space(s), per [Parking By-law Section 7](#) and the [Design Supplement](#), including:

- i. minimum 4.0 m (13.1 ft) width and 5.5 m (18 ft) length for the first Class A space; and
- ii. minimum 2.9 m (9.5 ft) width and 5.5 m (18 ft) length after the first Class A space.

A.2.8 Provision of general 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. ramp/parkade warning and/or signal systems details, including locations of lights, signs and detection devices; and

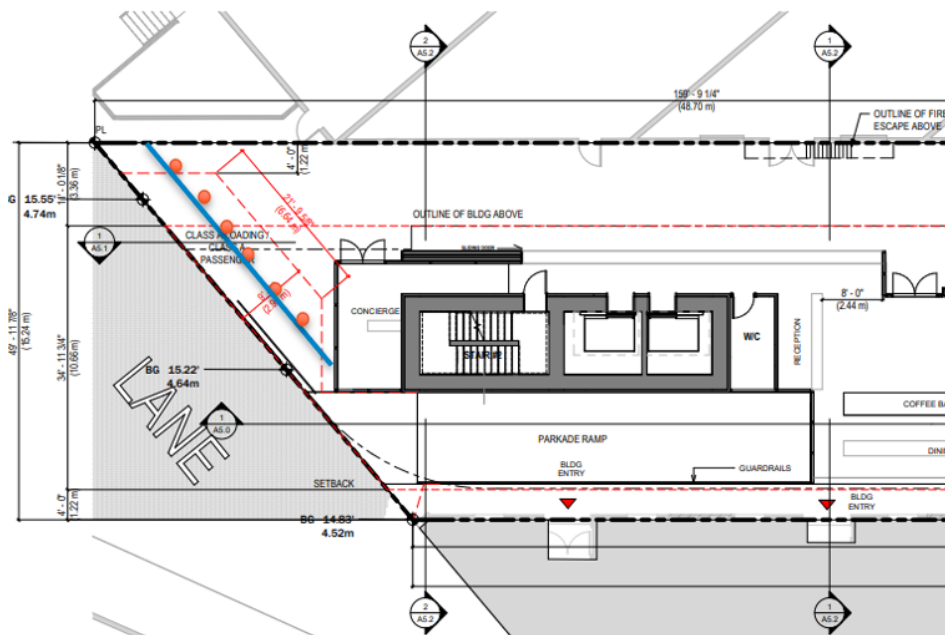
design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

- A.2.9 Provision of waste management plan that clarifies garbage/recycling pick up operations and storage locations;

Note to Applicant: For more information please refer to the Garbage and Recycling Facility Storage Amenity Design Supplement: <https://guidelines.vancouver.ca/guidelines-garbage-recycling-storage-facility-design.pdf>

- A.2.10 Parking, loading, bicycle, and passenger loading space quantities must be provided and maintained in accordance with the requirements of the [Parking By-Law](#);

Note to Applicant: Due to site specific constraints, a 5 ft setback adjacent the rear lane between the western property line and the parking ramp to allow for a pullout space for goods and passenger loading vehicles will be accepted in lieu of 3 Class B loading and 1 Class A passenger loading spaces at-grade. Bollards must be provided at a maximum of 1.6m spacing to separate the vehicle space and pedestrian space.



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 **December 22, 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 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

B.2 Conditions of Development Permit:

- B.2.1 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.2.2 All impacted utility companies shall be contacted and notified of the following requirements:
- i. all utility services (eg. BC Hydro, Telus, and Rogers) shall be underground; and
 - ii. all required electrical equipment (e.g. BC Hydro, Telus, and Rogers) shall be underground.

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

- B.2.3 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.2.4 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.2.5 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.2.6 The property owner must fulfill requirements of Section 571(B) of the Vancouver Charter and Section 85.1(2) of the Land Title Act by submitting a complete and accurate Site Disclosure Statement and entering into legal agreements, if required, as follows: i) an agreement to remediate the site and contaminants that have migrated therefrom; and ii) 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 the site, including any dedicated lands. 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. All work on the site must be conducted in compliance with British Columbia's Environmental Management Act and Contaminated Sites Regulation. In the event that contamination of any environmental media is encountered, a Contaminated Site Groundwater Quality Declaration or Waste Discharge Permit Application must be submitted prior to commencing dewatering activities. 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.2.7 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.2.8 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.2.9 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.