



REFERRAL REPORT

Report Date: September 1, 2020
Contact: Michael Naylor
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RTS No.: 13995
VanRIMS No.: 08-2000-20
Meeting Date: September 15, 2020

TO: Vancouver City Council

FROM: General Manager of Urban Design, Planning and Sustainability

SUBJECT: CD-1 Rezoning: 720 Beatty Street and 701 Expo Boulevard

RECOMMENDATION

- A. THAT the application by Westbank Corp., on behalf of Creative Energy Vancouver Platforms Inc., the registered owner of the lands located at 720 Beatty Street [*PID 009-599-479; Lot 8, except portions in Plan 13872 and Reference Plan 16566, Block 49 District Lot 541 Plan 9669*] and 701 Expo Boulevard [*PID 018-500-382; Lot 222 False Creek Plan LMP12038*], to rezone all of the aforementioned lands except for the portion of Lot 222 hereinafter defined as the Concord Option Lands, from DD (Downtown District) with respect to 720 Beatty Street and from BCPED (B.C. Place/Expo District) with respect to 701 Expo Boulevard to a CD-1 (Comprehensive Development) District to allow for the construction of a 17-storey office building facing Beatty Street and a six-storey commercial building facing West Georgia Street, with a total floor area of 61,602 sq. m (663,078 sq. ft.) and a maximum building height of 63.4 m (208 ft.), be referred to a Public Hearing together with:
- (i) plans prepared by HCMA Architecture and Design in conjunction with Bjarke Ingels Group (BIG), received on March 17, 2020;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at Public Hearing.

- B. THAT, if the application is referred to a Public Hearing, the application to amend the Sign By-law to establish regulations for the new CD-1, generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C, for consideration at the public hearing.

- C. THAT, subject to approval of the new CD-1 By-law, the Noise Control By-law be amended to establish regulations for the new CD-1 in accordance with Schedule A, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

- D. THAT Recommendations A through C be adopted on the following conditions:

- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
- (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a bylaw rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
- (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report evaluates an application to rezone the site comprised of 720 Beatty Street and part of 701 Expo Boulevard. The proposal is for a 17-storey commercial office building fronting Beatty Street and a six-storey commercial building (entertainment pavilion) fronting West Georgia Street with a total floor area of 61,602 sq. m (663,078 sq. ft.).

If approved, this application would help to advance the City's economic development objectives through the creation of new office and job space in the Central Business District (CBD). The application has been assessed and the proposed uses and form of development are supported, subject to design development and other conditions outlined in Appendix B. It is recommended that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the conditions outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council policies for this site include:

- *Rezoning Policy for the Central Business District (CBD) and CBD Shoulder* (2009)
- *Rezoning Policy for Sustainable Large Developments* (2008, last amended 2013)
- *Northeast False Creek Plan* (2018)
- *False Creek North Official Development Plan* (1990)
- *Metro Core Jobs and Economy Land Use Plan* (2009)
- *Vancouver Economic Action Strategy* (2011)
- *Downtown (except Downtown South) Design Guidelines* (1975, last amended 1993)
- *Downtown Official Development Plan* (1975)
- *DD (except Downtown South), C-5, C-6, HA-1 and HA-2 Character Area Descriptions* (1975, last amended 2003)
- *View Protection Guidelines* (1989, last amended 2011)
- *Green Buildings Policy for Rezoning* (2009, amended 2018)
- *Transportation 2040 Plan* (2012)
- *Community Benefit Agreement Policy* (2018)
- *Community Amenity Contributions Policy for Rezoning* (1999, last amended 2020)
- *Development Cost Levy By-law* (2008, last amended 2017)
- *Public Art Policy for Rezoned Development* (1994, last amended 2014)

REPORT

Background/Context

1. Site and Context

The rezoning site is comprised of two lots located on or near the southeast corner of the intersection of West Georgia and Beatty Streets. Lot 8 is a rectangular shaped lot at 720 Beatty Street, which is occupied by a two-storey commercial and industrial building built in 1950 and a surface parking lot. Lot 222 is a triangular-shaped lot addressed as 701 Expo Boulevard, which is partially built over with decking providing access to BC Place Stadium and contains surface parking at the Expo Boulevard level. The rezoning site includes all of Lot 8, but does not include a narrow, angular piece of Lot 222 (the southern tip of 701 Expo Boulevard located near the rear of 780 and 786 Beatty Street (such excluded portions of Lot 222 is referred to herein as the “**Concord Option Lands**”) (see Figure 1). The rezoning site area is 6,872 sq. m (73,970 sq. ft.).

The existing building at 720 Beatty Street (Lot 8) houses the Creative Energy steam plant and an industrial printing business with vehicular access from Beatty Street. 720 Beatty Street is zoned Downtown District (DD) and is within Area “C1” of the *Downtown Official Development Plan* (DODP).

The steam plant was installed in the existing building in the 1960s by Central Heat Distribution to address pollution and inefficiencies involved in heating downtown buildings. It was the city's first private district energy heating company. The plant was a solution that involved a centralized boiler that distributed steam energy to multiple buildings from the subject property. Now owned

by Creative Energy, a private utility company, the steam plant currently has an underground pipe network that extends over 14 km and serves over 210 buildings in the downtown core.

The 701 Expo Boulevard portion of the site is zoned B.C. Place/Expo District (BCPED) and is located in the *False Creek North Official Development Plan* (FCN ODP).

There is an 11 m (36 ft.) grade drop (the escarpment) across the site from Beatty Street down to Expo Boulevard. The Concord Option Lands are proposed to be subdivided from Lot 222 and not rezoned.

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

As detailed in Figure 2, the surrounding developments are mostly hotel and office uses to the west and south, ranging in heights from four to 29 storeys, including a four-storey Class B heritage building directly south of the site. Most of these sites are zoned Downtown District. Some residential towers are to the north, part of the redevelopment site that now houses Costco. These residential buildings are zoned CD-1 and were developed in 2004. BC Place Stadium is located to the south and zoned BCPED. Rogers Arena is located within 100 m of the rezoning site. Stadium-Chinatown Skytrain Station is also within 400 m of the site.

The rezoning site is within the NEFC Plan boundary and fronts onto the existing Georgia Viaduct. The NEFC Plan was approved by Council in 2018 and proposes replacing the seismically vulnerable Georgia and Dunsmuir Viaducts with a complete street network that will connect Northeast False Creek to the downtown core, including a new two-way Georgia Street ramp (the “**Georgia Ramp**”) that will bridge the escarpment between the two stadiums and connect Georgia Street to Pacific Boulevard. Should the development proceed prior to the construction of the NEFC Infrastructure Project, the development will need to respond to the existing condition with the Georgia Viaduct in place while accommodating future integration with the Georgia Ramp and the continuous plaza space proposed to connect the ramp with adjacent properties. As such, design development will need to be coordinated with the NEFC Infrastructure Design as well as with BC Place, for which there is a rezoning application approved in principle, to accommodate future integration. Appendix B contains conditions that ensure the development will respond to the adjacent context at the time of construction, the existing or ultimate condition.

Figure 1 – Site and Surrounding Zoning

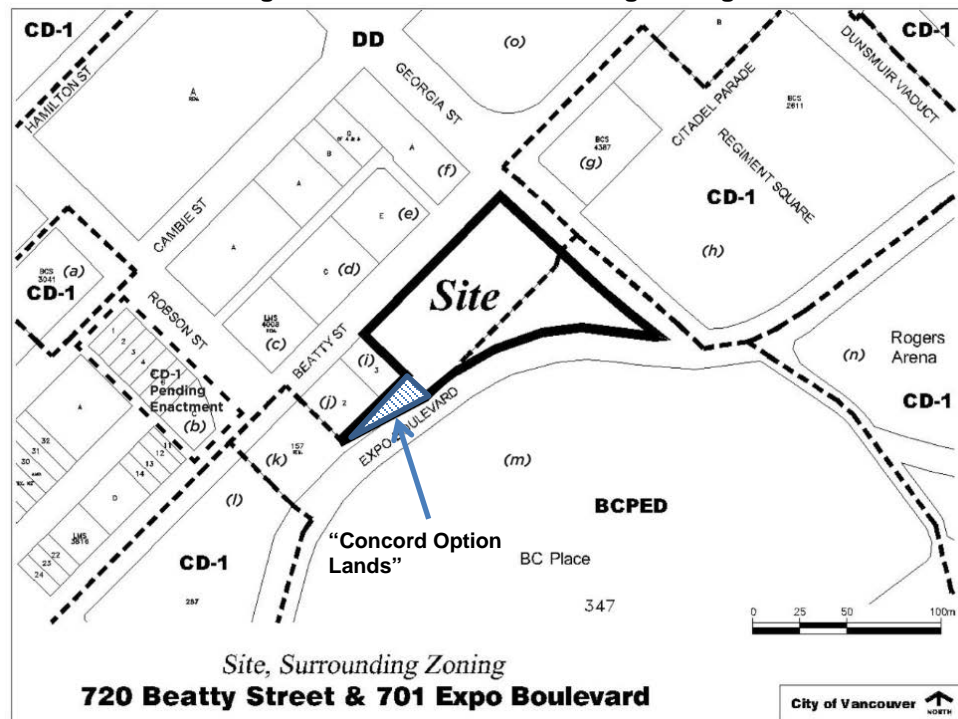


Figure 2 - Site context

| Letter | Address | Notes |
|--------|--|--|
| (a) | 821 Cambie Street | 22-storey residential building |
| (b) | 118-150 Robson Street | 29-storey mixed use building |
| (c) | 111 Robson Street | 14-storey hotel, Hampton Inn & Suites |
| (d) | 733 Beatty Street | 12-storey hotel, Georgian Court Hotel |
| (e) | 731 Beatty Street | 13-storey hotel, YWCA Hotel Vancouver |
| (f) | 180 W Georgia Street | 15-storey hotel, Sandman Hotel Downtown |
| (g) | 1616 W Georgia Street | 23-storey residential building |
| (h) | 651 Expo Boulevard and various other addresses | Multiple residential towers, approximately 32-storey in height (Spectrum Towers), all above a Costco Store |
| (i) | 780 Beatty Street | 4-storey office building, Class B Heritage Building |
| (j) | 786 Beatty Street | 4-storey office building |
| (k) | Terry Fox Plaza | |
| (l) | 808 Beatty Street | 7-storey office building |
| (m) | BC Place stadium | |
| (n) | Rogers Arena West Tower and Rogers Arena Stadium | 25-storey rental apartment building with office and commercial uses |
| (o) | 610 Cambie Street | Current surface parking lot and future site of the Vancouver Art Gallery |

2. Policy Context

Metro Core Jobs and Economy Land Use Plan – In 2007, this land use plan identified a shortfall in job space, and that zoning and policy changes would be required to meet Vancouver's 30-year economic needs. The plan identified unique sub-areas in the Metro Core and associated policy directions for each. The CBD sub-area was identified as the region's premier business and cultural district with policies to increase opportunities for new hotels, restaurants, retail, cultural venues, and other business support services. The goal was to intensify development capacity for future job growth and economic activity in the Metro Core.

Rezoning Policy for the CBD and CBD Shoulder – Based on directions set out in the above plan, this policy was introduced to allow downtown sites to be considered for additional height and density for non-residential buildings. The policy permits an intensification of land uses to allow the City to close the gap in job space availability and to improve the economic climate, while restricting residential uses.

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

False Creek North Official Development Plan (FCN ODP) – Adopted by Council in 1990, the intent of the plan is to achieve a high standard of design and development within a number of residential neighbourhoods, parks, public facilities and commercial areas within False Creek North. It is also intended that the buildings, open spaces, circulation patterns, and land uses be designed and planned to complement and take advantage of the setting on the water with a southern aspect, near the centre of the city.

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

Employment Lands and Economy Review (ELER) – In 2019, the City launched Phase 1 of the ELER, which is a comprehensive review of Vancouver's land use and economic policies aiming to understand the supply needed to support businesses and jobs. Based on the current land use capacity, the forecast for job growth shows that 15.4 million sq. ft. of new office space is needed between 2016 and 2051 to meet the demand. This analysis has informed work currently underway for Phase 2 of the ELER, in which intensification of land uses and new policies will be developed to address this shortage.

Strategic Analysis

1. Proposal

The application proposes a 17-storey office building and a six-storey commercial building with a total of 61,602 sq. m (663,078 sq. ft.) of floor area (Figure 3). Details of the proposal include:

- A 17-storey office building facing Beatty Street, with a height of 63.4 m (208 ft.), containing 1,153 sq. m (12,410 sq. ft.) of floor area with retail service uses on the ground floor, 54,185 sq. m (583,243 sq. ft.) of leasehold office space on Level 2 and above, and 3,455 sq. m (37,189 sq. ft.) of floor area located primarily underground for the Creative Energy steam plant;
- A six-storey entertainment pavilion facing Georgia Street, with a height of 28.9 m (95 ft.), containing 2,809 sq. m (30,236 sq. ft.) of commercial floor area;
- Four levels of underground parking accessed from Beatty Street and Expo Boulevard, with loading spaces accessed from Expo Boulevard; and
- An upgrade and expansion of the Creative Energy steam plant in the underground structure.

As part of the proposal, multiple public realm improvements are also proposed, including a large plaza facing BC Place stadium, which would help facilitate pedestrian flow during large events as well as larger sidewalks along Beatty and Georgia Streets.

Lastly, the Concord Option Lands are to be subdivided from the rezoning site and will remain in the FCN ODP and not be rezoned.

Figure 2 – Site Plan

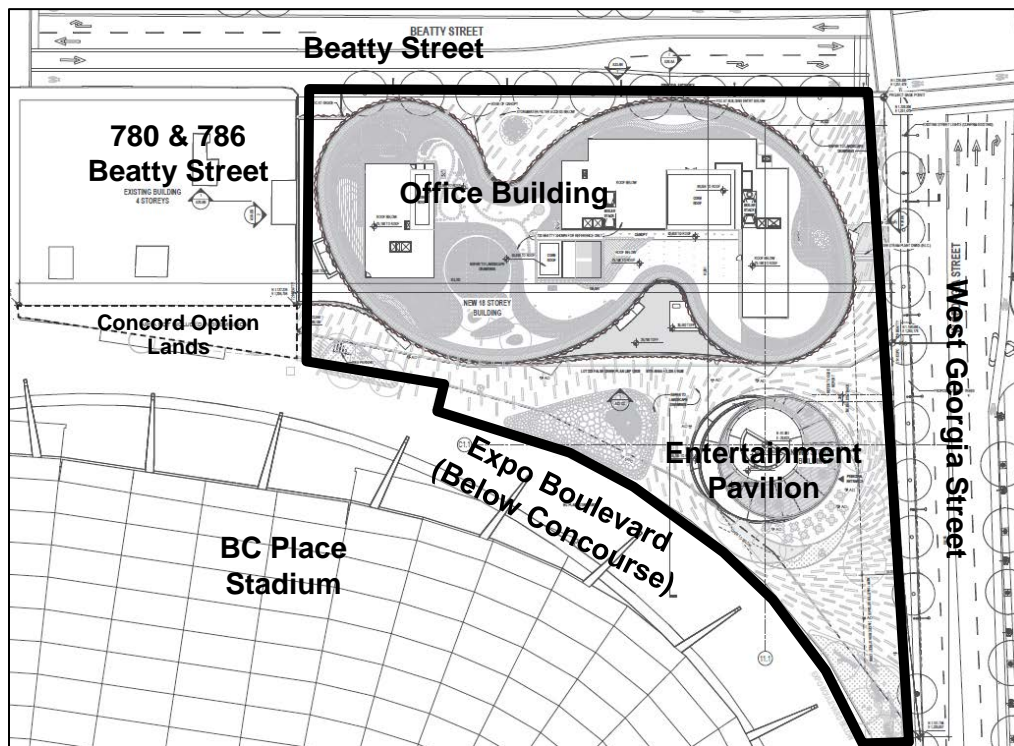


Figure 3 – Proposed buildings looking southwest from Georgia Street (post Georgia Viaduct removal)



2. Land Use

The rezoning application proposes commercial land uses, including office and retail-service uses. In addition to these, the draft CD-1 By-law (Appendix A) allows for a range of uses to support future employment opportunities, including cultural and institutional uses. The draft by-law also allows retention of the existing Creative Energy steam plant as a Community Energy Centre use, as defined in the CD-1 By-law.

720 Beatty Street is located in Area C1 of the Downtown (DD) District, with land use regulated by the Downtown Official Development Plan (DODP). This application for an office building aligns with the CBD Rezoning Policy, which encourages land uses to intensify job spaces within the Downtown area. The DODP is structured in such a way that if a site within its boundaries is rezoned to Comprehensive Development (CD-1) District, the rezoned site is automatically removed from the Downtown (DD) District (no amendments to the DODP are required) and, as a result, the DODP no longer applies to the rezoned site. Although no longer part of the DODP, staff apply DODP urban design and land use policy considerations (in this case those of the Central Business District) where possible in creating the new CD-1 District Schedule.

Zoned BCPED, land use and development rights of 701 Expo Boulevard are regulated by the False Creek North ODP and the BCPED District Schedule. The intent of this area of the ODP is for commercial land uses to support the focal point of the region's event and entertainment district.

3. Office Development

Figure 4 below shows how major office developments have been accelerating since the time of the policy changes for the Metro Core and for areas outside of Downtown. Included in the "Completed, Under Construction, Approved Development Permit or Rezoning Application" total for the Metro Core is new job space totalling 733,200 sq. m (7,892,100 sq. ft.). This is a significant change from the five-year period prior to the policy changes when very little office space (particularly in the stand-alone office buildings that the business community favours) was built due to high building costs and high land costs resulting from residential speculation in the CBD.

If this application is approved, 54,185 sq. m (583,242 sq. ft.) of office space would be added to this total.

Figure 4 – New Office Floor Space (Major Developments¹) in Vancouver since January 2016²

| Completed, Under Construction, Approved Development Permit or Rezoning Application | Floor Space (sq. ft.) | Jobs (est.) | # of Sites |
|--|-----------------------|---------------|------------|
| Downtown | 4,987,300 | 20,780 | 24 |
| Rest of Metro Core | 2,719,400 | 11,330 | 26 |
| Rest of City | 185,300 | 770 | 4 |
| City Total | 7,892,100 | 32,880 | 54 |

1. Major Developments are those that add at least 50,000 sq. ft. of office space.

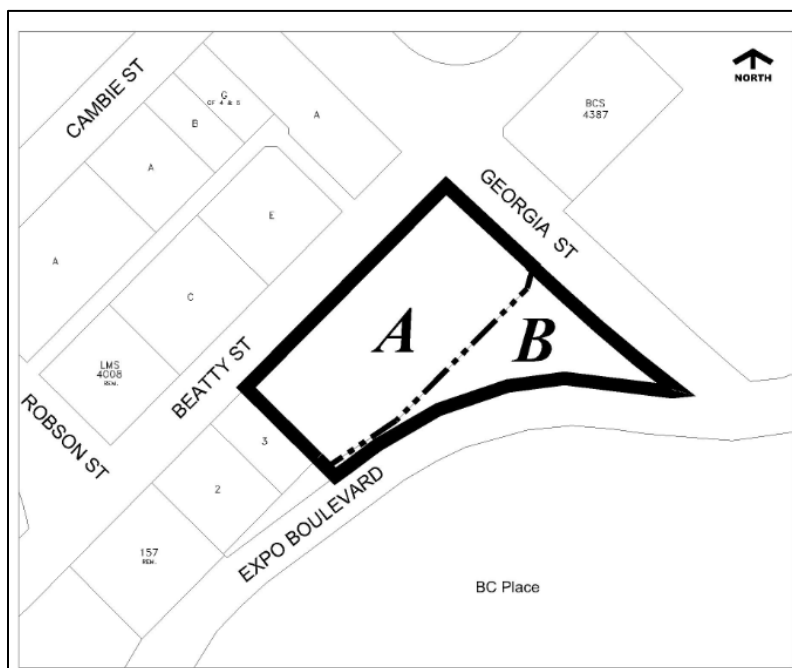
2. This table does not include the subject application.

4. Density, Height, Form of Development and Public Realm

Density – Under Area C1 of the Downtown ODP, the current permitted density for 720 Beatty Street is up to 7.0 FSR. 701 Expo Boulevard is regulated by the BCPED Schedule and the FCN ODP, however, no density is prescribed to it in these by-laws. The *Rezoning Policy for the CBD and CBD Shoulder* allows consideration of increased density for employment generating non-residential buildings. This application proposes a density of 8.96 FSR across the entire site, equivalent to an overall floor area of 61,602 sq. m (663,078 sq. ft.).

Shown in Figure 5 are two sub-areas that would be created in the proposed CD-1 By-law (Appendix A), in order to regulate density and height across the rezoning site. Sub-area A comprises the existing 720 Beatty Street property, while sub-area B is the existing 701 Expo Boulevard property after subdivision of the Concord Option Lands.

Figure 5 - Proposed Sub-areas in CD-1 By-law



Height – Sub-area A of the proposed CD-1 (i.e. the 720 Beatty portion of the rezoning site) falls within Area 4 of the DODP, which allows for a maximum base height of 45.7 m (150 ft.) and a maximum conditional height to 137.2 m (450 ft.) under the discretion of the Development Permit Board, subject to view cones, urban design performance and other applicable Council policies and guidelines. In this location, the height is restricted by view cones, specifically view cone E1 from the Cambie Street Bridge, which would limit building height to 61.5 m (202 ft.) including all appurtenances.

The applicant proposes some appurtenances on a portion of the rooftop which project into view cone E1 by up to 6.5 m (21.5 ft.). Staff have reviewed these proposed appurtenances which include the elevator overruns and district energy stacks. Taking into consideration the existing incursions that include the armature of BC Place, staff recommend that these proposed additional incursions be accepted, and that no further intrusion be introduced during the Development Permit phase (see Appendix B).

Figure 6 – Proposed projection of rooftop appurtenance into View Cone E1 (black line)

Form of Development – The proposed form of development in sub-area A of the rezoning site is a 17-storey office building, with a smaller, six-storey commercial building or entertainment pavilion located to the east of the office building in sub-area B.

Due to the large, 103 m (338 ft.) frontage along Beatty Street, the proposed office building's height and breadth risk presenting a strong physical imposition on the public realm of Beatty Street. However, the unique 'S'-shaped floor plan of the proposed building provides a built form which, when viewed from the street, gives visual relief to the overall form and height of the building. The rounded corners and folds of negative space help to reduce the overall amount of building mass that is presented against the neighbouring public realm. Furthermore, required building setbacks from the Georgia Street property line, and for the fourth storey and above from the southern shared property line, also help to reduce the building mass, while allowing partial views and sunlight penetration.

The complex and visually interesting form and massing of the entertainment pavilion on sub-area B is viewed by staff as a positive addition to the public realm. Its sighting adjacent to the larger open public spaces allows it to be viewed in the round and is appropriate to its pavilion form and uses.

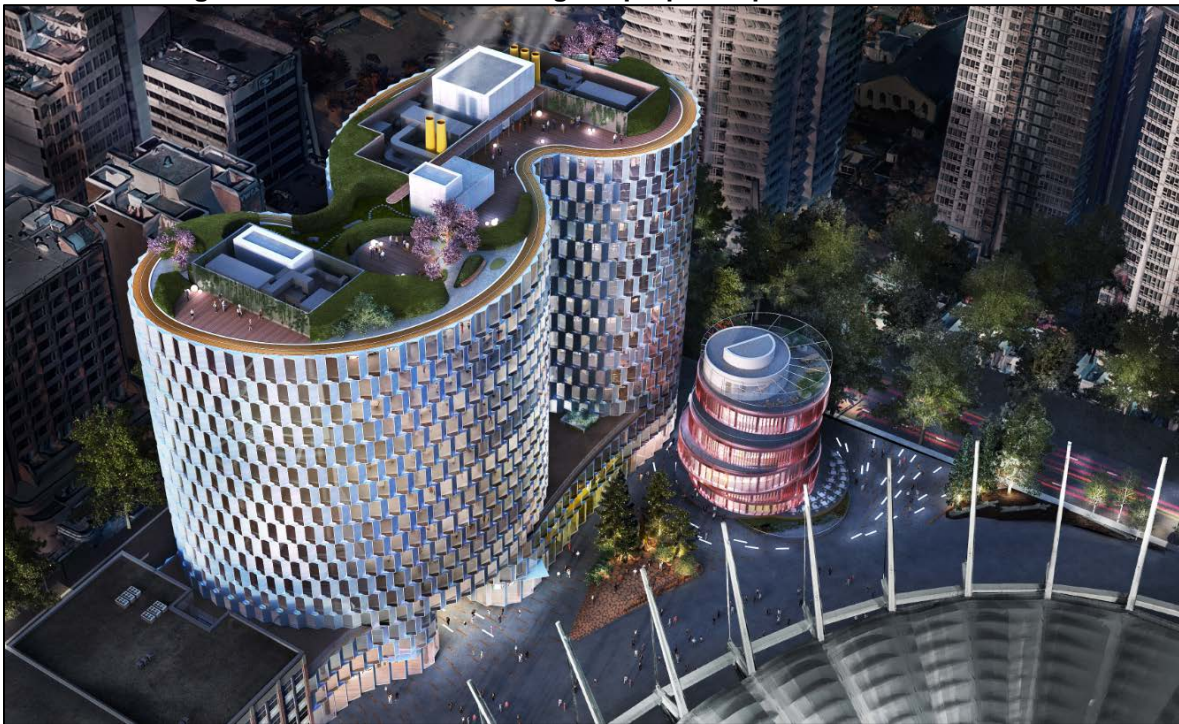
The proposed office building, entertainment pavilion and new façade along Expo Boulevard, all illustrate a highly complex and sophisticated façade articulation. Staff will require this level of quality be maintained or improved during design development. Staff have provided conditions for the form of development in Appendix B.

Public Realm and Landscape Design – The application proposes an extensive and multifaceted public realm. As the application states, “the redevelopment will create a porous public realm which will allow for a series of access and exit points for pedestrian flows to and from BC Place.” The plaza deck is proposed to align with both the existing condition of the Georgia Viaduct and proposed future road ramp alignment of West Georgia Street. Additionally, the curved nature of the building design creates a number of small gathering spaces, plazas and breezeways.

A series of “Forest Regeneration Gardens” are proposed, linking Beatty and Georgia Streets while providing openings to visually connect to BC Place Stadium. These gardens, as well as the semi-private roof deck of the entertainment pavilion, create places for public life and provide ecological and educational benefits.

Due to the location and siting of the office building and entertainment pavilion, a portion of the public space, namely the public plaza facing Expo Boulevard, is physically and visually separated from Beatty and Georgia Streets. This lack of visibility from the surrounding public realm has the potential to introduce CPTED concerns for safety and security of the portions of the public space less visible from the street. However, the application does propose retail uses at grade in the office building and an entertainment pavilion adjacent the public space, expected to be tenanted with active uses. These uses offer “eyes on the street” and activation of these internal plaza spaces. To help address staff’s concern about visibility and security of some of the proposed public spaces, Appendix B contains conditions that ensure public safety and security measures are implemented in these spaces.

Figure 7 – Aerial view including the proposed plaza in the forefront



Landscaping conditions have also been included to ensure landscape treatment at the corner of Beatty and Georgia streets provides a welcoming entry to the rezoning site. Additionally, there

are conditions to do further design development of the “forestry” concept to ensure growth and long-term health of all proposed trees.

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

Conclusion – Based on urban design analysis, staff support the proposal subject to further refinements outlined in Appendix B. Generally, design development conditions seek to ensure the execution of the design narrative, maintain the high quality of materiality and enhance the design detailing of the public realm.

5. Transportation

Located in the CBD, the rezoning site is well served by public transit. The Stadium-Chinatown Station is located one block away with many frequent transit bus services within 400 m. The rezoning site is also connected to the City’s cycling network in which Beatty Street and Expo Boulevard have bike lanes.

As a large site, this project is subject to Transportation Demand Management (TDM) measures. The proposal intends to meet these requirements using several “green mobility” measures including a shared bicycle fleet, car share vehicles and spaces, improved end-of-trip amenities, and provision of space on-site for a public bike share station. A finalized set of TDM measures will be secured as part of the development permit process.

A comprehensive traffic assessment and management study has been submitted with the application. Generally, staff conclude that despite the project’s size, the number of vehicle trips generated is expected to be modest, with the TDM measures helping the proposed development meet expected demands. This is based on rates of trips generated in similar developments in downtown Vancouver. Intersections near the site are expected to operate at acceptable levels with development traffic.

While the project’s critical location presents several transportation challenges, these have been comprehensively assessed and addressed through the rezoning application review process, as discussed below.

Vehicle Access – The application fronts three streets of which two are cycling routes (Beatty Street and Expo Boulevard). The third street, Georgia, is a ceremonial street. Additionally, Beatty Street is often closed to traffic due to stadium events. In consideration of these factors, two vehicle access points on Expo Boulevard and Beatty Street are supported. This access strategy is expected to provide greater redundancy than a single access, be more legible for users and distributes crossings to multiple locations, rather than concentrating all movements across one bikeway. Conditions are included to secure reconstruction and upgrading of site frontages with improved cycling and pedestrian facilities and provide design development to improve the interface of the driveways and sidewalks.

Stadium Event Pedestrian Egress – When events in BC Place are ending, several thousand people currently traverse the rezoning site via the surface parking lot existing on site, between the BC Place concourse and Beatty Street. This connection is critical to ensuring safe stadium

egress and a comfortable experience for those walking into downtown or towards transit at the Stadium-Chinatown SkyTrain Station. Throughout the rezoning review for this site, provision of sufficient pedestrian space through the site has been carefully considered. This has included analysis within the transportation study, supplemented by microsimulation analysis of post-event conditions.

Staff have concluded that the combination of the proposed breezeway, wider sidewalks on Beatty and Georgia Streets, and creation of substantial open pedestrian plaza on the site will provide sufficient accommodation for pedestrian egress for these events. Conditions are included to secure public access through the site in several locations in order to ensure pedestrian comfort and safety. Indicative plans for accommodating pedestrian flows during construction have also been provided.

Georgia Sidewalk Steam Pipes (Headers) – There are two existing steam conduits along Georgia Street which will impact the available pedestrian space post-construction. In the long term, these steam pipes are intended to be removed when the Creative Energy steam plant is converted to more sustainable energy sources. However in the medium term, due to complications with operations of the steam plan, it is not possible to modify or relocate the steam headers without undermining the integrity of the district energy system. As such, the sidewalk widths on Georgia Street would be narrower near the steam headers on an interim basis. This compromised condition has been assessed as part of the stadium pedestrian egress study and is expected to operate acceptably. Conditions are included to secure commitments to remove the steam headers, when possible, through the upgrading of the existing steam plant infrastructure (See Appendix B, Part 2: Engineering Conditions).

Parking and Loading – The application proposes four levels of underground parking accessed from both Beatty Street and Expo Boulevard. A total of 175 vehicle parking spaces are proposed, which is well below the permitted maximum of 508 spaces.

The application's loading plan includes a loading manager to schedule and direct loading vehicles. A combination of Class B and Class A loading spaces are proposed to meet the needs of the office, retail and steam plant. A small reduction in loading spaces may be considered at the development permit stage with provision of a final Loading Management Plan.

Bicycle spaces are also contained in the underground and are accessible from both Beatty Street and Expo Boulevard. The application includes a total of 374 bicycle spaces (356 Class A bicycle spaces and 18 Class B spaces). The application is expected to meet the minimum by-law provisions. Under the Parking By-law 334 Class A bicycle spaces and 12 Class B bicycle spaces are required. A Public Bicycle Share station on-site will also be secured through the rezoning conditions.

All engineering conditions are set out in Appendix B.

6. Environmental Sustainability

The *Rezoning Policy for Sustainable Large Developments* requires rezoning applications to commit to strategies and outcomes in the following areas. Subject to conditions outlined in Appendix B, staff support the application's response in each of these areas:

- Sustainable site design and access to nature: Refer to the Height, Form of Development and Public Realm section above.
- Sustainable food systems: The application anticipates that the project will pursue onsite food composting, lobby space for a community food market and edible landscaping. At the development permit stage, a Sustainable Food System Plan will be required, which identifies food assets to be sought on the site.
- Green mobility: Refer to the Parking and Transportation section above.
- Rainwater Management: At the development permit stage, a Rainwater Management Plan will be required, which will contain targets for capturing and treating rainwater on the site.
- Zero waste planning: A Zero Waste Plan was submitted as part of the rezoning application, which included commitments for physical design and operations.
- Low carbon energy supply: Staff support the applicant's strategy to address this policy requirement through building-scale design including proposed materials. Though the neighbourhood energy plant connectivity is not required for this rezoning site the steam plant on the site will service both the buildings on the subject site as well as numerous other buildings within the downtown.

Green Buildings – The *Green Buildings Policy for Rezoning*s requires that rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy.

This application has opted to satisfy the *Green Buildings Policy for Rezoning*s under the low emissions green buildings requirements. The low emissions green buildings pathway represents City priority outcomes, establishing limits on heat loss, energy use, and greenhouse gases, and drawing on industry best practices to create more efficient, healthy and comfortable homes and workplaces. Non-residential buildings are also required to achieve LEED Gold certification. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the new energy use intensity, greenhouse gas and thermal demand targets, and a preliminary LEED checklist indicating their proposed strategies to achieve certification.

720 Beatty Street is home to Creative Energy's steam plant, which provides steam for heating and hot water to over two hundred buildings in the downtown core, using large conventional natural gas boilers. This application includes plans to capture waste heat from the steam plant building, as well as heat rejected from the new office tower's cooling system, to meet the site's greenhouse gas limits and even potentially reduce the carbon intensity of steam used for other sites.

Green Sites – The *Urban Forest Strategy* was developed to find ways to help preserve, protect and strengthen Vancouver's urban forest and tree canopy for the future. In April 2014, Council amended the *Protection of Trees By-law* to maintain a healthy urban forest by requiring permission to be granted to remove trees that meet certain conditions. The intent is to retain and protect as many healthy, viable trees as possible, while still meeting the challenges of development, housing priorities and densification. This is in keeping with City goals to achieve resilient and healthy natural systems in our urban areas.

There are nine existing bylaw-sized trees on the rezoning site and seven existing City trees. All City trees are proposed to be removed due to public realm and streetscape improvements. Pending further coordination with Engineering and the Park Board, 19 new street trees will be provided. Due to conflict with the development and parkade, all on-site trees are also proposed

to be removed, however, 24 new site trees are being proposed in the series of landscape gardens on the ground level and the roof deck.

7. Public Input

Public Notification – A rezoning information sign was installed on the property on February 8, 2019. Approximately 5,053 notification postcards were distributed within the neighbouring area on February 11, 2019. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (www.vancouver.ca/rezapps). The rezoning information sign and re-distribution of the notification postcards took place following receipt of the amended proposal on March 17, 2020.

Community Open House – A community open house was held on March 11, 2019 at the Vancouver Public Library's Central Branch. Staff, the applicant team, and 53 members of the public attended the open house.

Public Response – Public responses to the proposal have been submitted to the City as follows:

- In response to the March 11, 2019 open house, a total of 19 comment sheets were received from the public (see Figure 8).
- Approximately 12 emails and online comments were also received.

A summary of feedback is provided below, with a full description in Appendix I.

Figure 8 – Notification and Public Response

| | |
|----------------------|-------|
| Total Notifications | 5,053 |
| Open House Attendees | 53 |
| Comment Sheets | 19 |
| Other Feedback | 12 |

Summary of Public Comments

Support for the proposal cited the following:

- Proposal has quality design aesthetics and features;
- Project fits well into the neighbourhood and location;
- Supportive of office space in area;
- Proposal has quality public realm features;
- Supportive of Creative Energy steam plant upgrade; and
- Proposed massing, height, and density are appropriate.

Concerns expressed by respondents included the following:

- Proposal should be decreased in height; and

- Non-supportive of proposal's architectural design.

Staff Response to Public Comments

As outlined in the Density, Height, Form of Development and Public Realm section of the report, staff consider the proposed height and massing a good contextual fit in a high-rise, mixed-use environment. The proposed height, with minor appurtenance protrusions into the view cone, is in alignment with policy to intensify office development downtown and it allows the development to provide a more generous public realm at grade, which is of critical importance to this site given the close adjacency to BC Place stadium.

In addition, staff and the Urban Design Panel support the architectural expression of the proposed buildings as they represent an alternative to the more granular, traditional building design in the area and offer a good transition to the larger entertainment venues to the east.

8. Public Benefits

In response to City policies which address changes in land use and density, this application offers the following public benefits.

Development Cost Levies (DCLs) – Development Cost Levies (DCL) collected from new development help pay for facilities made necessary by growth including parks, childcare facilities, replacement housing and various engineering infrastructure.

The 720 Beatty Street portion of the subject site (Sub-area A) is subject to City-wide DCL and Utilities DCL. Based on the proposed 58,793 sq. m (632,843 sq. ft.) of commercial floor space in that sub-area, and rates to be in effect as of September 30, 2020, total DCLs of approximately \$12,952,686 would be anticipated from this development. The 701 Expo Boulevard portion of the site (Sub-area B) is in the area of the FCN ODP, which is excluded from the DCL by-laws as all public benefits in this area are secured through the CD-1 rezoning process, see below.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's [DCL Bulletin](#) for details on DCL rate protection.

Public Art Program – The *Public Art Policy for Rezoned Developments* requires that rezonings with a floor area of more than 9,290 sq. m (100,000 sq. ft.) contribute public art or provide 80% cash in lieu as a condition of rezoning. Public art budgets are based on a 2016 rate of \$21.31 per sq. m (\$1.98 per sq. ft.). With 61,602 sq. m (663,078 sq. ft.) of floor area proposed, a public art budget of approximately \$1,312,893 (or \$1,050,314 (80%) cash in lieu) is anticipated. The Public Art rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation.

Commercial Linkage Contribution – Within the context of the City's financing growth framework, it is anticipated that an applicant offers a public benefit contribution to address the impacts of rezoning. The City's Community Amenity Contribution Policy Update applies a commercial linkage contribution of \$15.78 per sq. ft. on the net additional floor area for commercial-only rezonings in the Downtown area for leasehold commercial space.

Based on the increase in floor space of 27,902 sq. m (300,335 sq. ft.), a commercial linkage contribution of approximately \$4,739,286 is offered. Conditions in Appendix B prohibit subdivision of the office and retail space and further prohibit the separate sale of any office and retail space.

Staff recommend that the offering be accepted and that, in accordance with the Council direction for commercial linkage contributions, it is allocated towards childcare and/or affordable housing in and around the Metro Core. See Appendix G for a summary of the public benefits for this application.

Financial Implications

Based on the rates that are anticipated to be in effect as of September 30, 2020, total DCL approximately \$12,952,686 would be expected from this development. The applicant will also be required to provide new public art on site at an estimated value of \$1,312,893, or make a cash contribution to the City for off-site public art for 80% of that amount.

As noted in the section above, the applicant has offered a cash commercial linkage contribution of \$4,739,286 to be allocated towards childcare and/or affordable housing in and around the Metro Core area.

Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget.

Conclusion

Staff have reviewed the application to rezone the site at 720 Beatty Street and 701 Expo Boulevard to allow for a 17-storey commercial office building and six-storey commercial building. Staff conclude that the height, density, and land uses are consistent with the *Rezoning Policy for the Central Business District and CBD Shoulder* as well as the False Creek North ODP. If approved, the project will not only contribute to increasing job space and to advancing the City's economic development objectives but also help achieving the regional entertainment district envisioned under the Northeast False Creek Plan.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and with a recommendation that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix F.

* * * * *

**720 Beatty Street and 701 Expo Boulevard
PROPOSED CD-1 BY-LAW PROVISIONS**

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, of By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

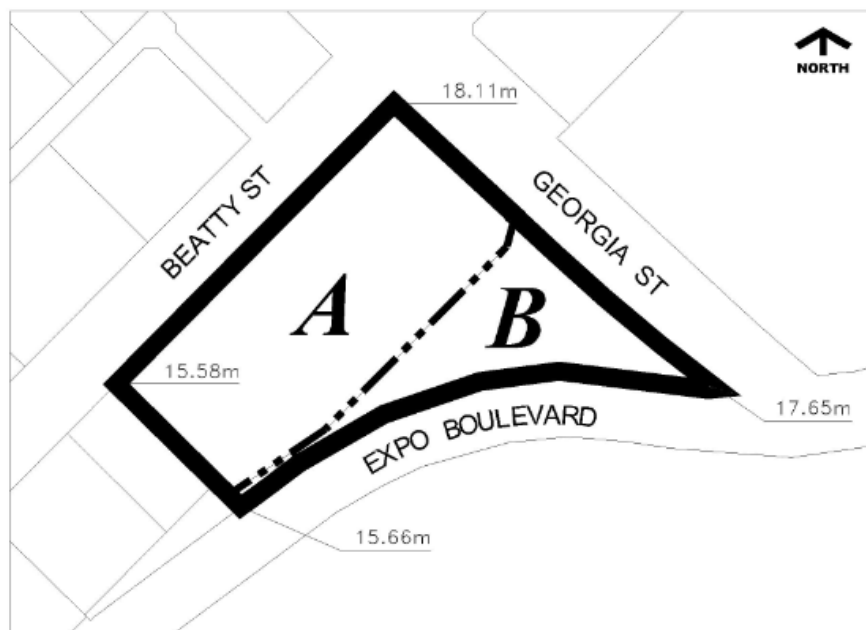
Designation of CD-1 District

2. The area shown within the heavy black outline in Schedule A is hereby designated CD-1().

Sub-areas and Base Surface

- 3.1 The CD-1 district is to consist of two sub-areas generally illustrated in Figure 1, solely for the purpose of determining maximum permitted building height and floor area.
- 3.2 The base surface is defined by the topographic elevations indicated on Figure 1.

Figure 1



Definitions

4. Words in this by-law have the meaning given to them in the Zoning and Development By-law, except that “Community Energy Centre Use” means the use of premises as an energy supply facility that provides heat energy in the form of steam or hot water to buildings through a distribution system.

Uses

5. Subject to approval by Council the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in the By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issues development permits are:
 - (a) Cultural and Recreational Uses;
 - (b) Community Energy Centre;
 - (c) Institutional Uses;
 - (d) Office Uses;
 - (e) Retail Uses;
 - (f) Services Uses;
 - (g) Urban Farm – Class B; and
 - (h) Accessory Uses customarily ancillary to any use permitted in this section.

Floor Area and Density

- 6.1 The maximum permitted floor area in sub-area A is 58,793 m².
- 6.2 The maximum permitted floor area in sub-area B is 2,809 m².
- 6.3 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 6.4 Computation of floor area must exclude:
 - (a) mechanical shafts up to a total of 645 m² of floor area;
 - (b) recessed windows;
 - (c) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls; and
 - (d) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment except equipment related to the Community Energy Centre Use or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length.

- 6.5 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board, unenclosed outdoor areas underneath the building overhangs, including breezeways, at grade level, except that such area must remain unenclosed for the life of the building.
- 6.6 The use of floor area excluded under Sections 6.4 and 6.5 must not include any use other than what which justified the exclusion.

Building Height

- 7.1 Building height, measured from the base surface to the top of roof slab of the uppermost habitable floor in sub-area A, and to the top of the parapet slab in sub-area B, must not exceed the maximum heights set out in the table below, except that the building in sub-area A must not protrude into the Cambie Street and Cambie Bridge view corridors in the View Protection Guidelines.

| Sub-Area | Maximum Building Height |
|-----------------|---------------------------------------|
| A | 63.4 m to the top of the roof slab |
| B | 28.7 m to the top of the parapet slab |

- 7.2 Despite Section 7.1 and Section 10.18 of the Zoning and Development By-law, the Director of Planning or Development Permit Board may approve a protrusion into the Cambie Street and Cambie Bridge view corridors in sub-area A up to 66.98 m from the base surface to the top of the roof slab of the uppermost habitable floor for the following subject to all applicable City policies and guidelines:
- (a) elevator overruns;
 - (b) stair enclosures;
 - (c) mechanical screening;
 - (d) vegetation and vertical landscape screening;
 - (e) guardrails; and
 - (f) roof assemblies.
- 7.3 Despite Sections 7.1, 7.2 and Section 10.18 of the Zoning and Development By-law, the Director of Planning or Development Permit Board may approve a protrusion above the maximum building height in sub-area A for emission stacks for a Community Energy Centre to the extent needed to meet Metro Vancouver air quality standards.

Zoning and Development By-law

8. Sections 2 through 14 of the Zoning and Development By-law apply to this CD-1.

* * * * *

**720 Beatty Street and 701 Expo Boulevard
CONDITIONS OF APPROVAL**

Note: If the application is referred to a public hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions by staff prior to the hearing will be noted in the Summary and Recommendations. Any further changes to the conditions approved by Council will be contained in its decision. Please consult the hearing minutes.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by HCMA Architecture and Design in conjunction with Bjarke Ingels Group (BIG), received on March 17, 2020 and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed scheme of development submitted with the development application.

THAT, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, who shall have particular regard to the following:

Urban Design

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

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

- 1.2 Provision to maintain or improve the high quality design of the façade.

Note to Applicant: At time of development permit, drawings are expected to demonstrate constructability and the materiality of the proposed façade treatment.

- 1.3 Ensure no signage, commercial graphics or logos on building facades.

Note to Applicant: Graphics and signs are administered through the Sign By-law. Signage should not be demonstrated on the development application drawings.

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

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

- 1.5 Provision for design development to address the potential safety hazards that the interim steam head pipes may create to the public realm along West Georgia Street.

Note to Applicant: Provide alternate solutions that adequately address pedestrian safety concerns as part of the development permit.

- 1.6 Provision for design development to provide continuous and adequate weather protection at grade.

- 1.7 Provision for design development to ensure that all the commercial retail units retain a minimum of 4.2 m (14 ft.) of uninterrupted ceiling height.

- 1.8 Provision, at the time of the Development Permit application, of an acoustic report indicating the impacts of the steam plant on the livability of nearby dwelling units, and provision of measures intended to mitigate any such impacts.

Note to Applicant: Due consideration must be given to the impacts of vibration generated by operations of the plant and associated upgrades on livability, in addition to noise. Review of this report and proposed mitigation measures may result in additional Urban Design comments and / or design development conditions.

- 1.9 Provision of air quality, ventilation, and lighting studies pertaining to the proposed enclosure of the remaining open air space along Expo Blvd at the time of development permit application submission.

Note to Applicant: As BC Place and Rogers Arena are integrated with the Georgia Ramp as part of the NEFC infrastructure works, the proposal in this Rezoning Application encloses the remaining open air section.

Crime Prevention through Environmental Design (CPTED)

- 1.10 Design development to respond to CPTED principles, having particular regard for:
- (a) Personal safety in the public realm;
 - (b) Nuisance activity in the public realm such as vandalism, graffiti and skateboarding and;
 - (c) Theft in the underground vehicle and bicycle parking area.

Note to Applicant: The provision of a comprehensive security and surveillance plan might be requested as part of the development permit review.

Landscape Design

- 1.10 Design development to the Gold Plaza at the corner of Beatty and West Georgia Streets, to be more welcoming and to create visual connections to the future Vancouver Art Gallery.

Note to Applicant: This can be achieved by providing special seating elements, plantings, or other unique landscape features.

- 1.11 Design development to integrate the existing steam pipes in the proposed landscape to ensure safety and improve public realm interface.

Note to Applicant: This can be achieved by providing planting under the existing steam pipes to prevent pedestrians from walking through / under the pipes. Layered planting with visual and seasonal interest will also enhance the entry experience to the Creative Energy Lobby and public realm interface along Georgia Street. It is understood that these pipes will be removed in the future, thus creative landscape solutions should be explored to address both the interim safety concern and to accommodate future plaza and public realm upgrades as required.

- 1.12 Further design development to the “forestry” concept to ensure proposed tree species are suitable for their micro-environment and that all tree planting areas are provided with adequate soil volume to ensure growth and long-term health.

Note to Applicant: Soil depths should exceed Canadian Landscape Standards, a minimum of 3 feet of growing medium depth should be provided for all tree plantings. Structural slab should be sloped or lowered where possible. A minor mounding of soil can be accepted.

- 1.13 Design development to the Cascade Garden to avoid any conflict between proposed tree canopies and the building form.

Note to Applicant: While the number of proposed trees are supported, ensure trees are strategically located to allow for sufficient room for tree canopies to establish.

- 1.14 Further design development to the Integrated Rainwater Management Strategy to explore opportunities for on-site rain water infiltration and soil absorption, as follows:

- Maximize natural landscape best management practises.
- Minimize the necessity for hidden mechanical water storage.
- Increase the amount of planting on the roof level, where possible.
- Consider linear infiltration bio-swales along property lines, at lower site areas.
- Use permeable paving.
- Employ treatment chain systems (gravity fed, wherever possible).
- Use grading methods to direct water to soil and storage areas.

- 1.15 Coordination of proposed street trees with Engineering and the Park Board prior to final Development Permit submission.

Note to Applicant: Coordinate the quantities, species, sizes and locations of all street trees with Engineering and the Park Board. Coordinate with the Park Board regarding removal of the street trees along Beatty Street, and ensure consistency between the arborist report and the proposed landscape plan regarding these trees. In addition, include the following note on the Development Permit landscape plans:

“Final location, quantity, tree species to the satisfaction of the General Manager of Engineering. Contact Engineering Services (Streets Design Branch) at 604-871-6131 to confirm planting location. New tree must be of good standard, minimum 6 cm calliper and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk grade. New street trees to be confirmed prior to issuance of the building permit. Call Park Board at 311 for tree species selection and planting requirements. Park Board to inspect and approve after tree planting completion.”

Sustainability

- 1.16 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezoning*s (amended May 2, 2018, including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at <http://guidelines.vancouver.ca/G015.pdf>

Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin *Green Buildings Policy for Rezoning*s – *Process and Requirements* (amended April 28, 2017 or later)."

Social Policy and Projects

- 1.17 Fulfillment to the satisfaction of the Director of Social Policy, of the Sustainable Food Systems requirements of the Rezoning Policy for Sustainable Large Development. Specifically:
- (a) Provision for design development to include three food assets and a description of how the proposed food assets fit in with the site context and align with the City's food system vision, goals and principles as reflected in the Vancouver Food Strategy.

Notes to Applicant:

- The City is supportive of applicant's proposal to deliver a kitchen garden/edible rooftop landscape and on-site composting. To ensure that their delivery fulfills the requirements of the Rezoning Policy for Sustainable Large Developments, conditions relating to their form of development are outlined below.
- The City encourages the applicant to incorporate urban bee keeping opportunities into the proposed kitchen garden/edible rooftop landscape. However, urban bee keeping itself is not deemed to count towards the delivery of three food assets. The City suggests consideration of one of the following food assets to satisfy the requirement to deliver three:

- Community food market to provide a venue for sale of fresh and healthy food;
 - A secured low-rent unit for retail use by a healthy food grocer, for office use by a food-focused non-profit organization, or for commercial use by an urban farm utilizing indoor growing technology; or,
 - Other, in accordance with the Rezoning Policy for Sustainable Large Developments.
- (b) Design development of kitchen garden/edible rooftop landscape to:
- (i) Enable public accessibility to ensure that, should the restaurant tenant choose not to utilize it for food production, it may be managed as a community garden for the building's commercial tenants and/or neighbourhood residents.
 - (ii) Comply with the City of Vancouver's Urban Agriculture Guidelines for the Private Realm (<https://vancouver.ca/files/cov/urban-agriculture-guidelines.pdf>).
 - (iii) On-site composting proposal to be significantly strengthened to demonstrate zero-waste leadership. Specifically:
 - i. Provision of detailed plans indicating location of proposed on-site composter, with design development ensuring that sufficient space is allocated and that it is accessible by all tenants including the restaurant and kitchen garden/edible rooftop landscape.
 - ii. Provision of waste diversion estimates, with a goal of diverting a significant portion of organic waste generated on-site.
 - iii. Demonstrate integration of the on-site composting proposal into Zero Waste Plan provided toward meeting the Sustainable Large Sites Rezoning Policy.

Engineering

- 1.18 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during 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.
- 1.19 Provision of a Construction Pedestrian and Cycling Management Plan accommodating the stadium exiting flows for a full capacity event.
- 1.20 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 the site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems.

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.

- 1.21 Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The Key Plan shall meet the specifications in the

- City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan. All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant shall acquire written acceptance from the third party utilities prior to submitting to the City. The review of third party utility service drawings will not be initiated until the Key Plan is completed.
- 1.22 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- 1.23 All City of Vancouver infrastructure elements are to follow the current City of Vancouver Design and Construction Standards.
- 1.24 Where required, at the discretion of the City Inspector or General Manager of Engineering Services, adjacent infrastructure elements are to be removed and replaced as per the current City of Vancouver Design and Construction Standards. This may be required at locations where the infrastructure is at the end of the design life or the functionality of the infrastructure is now not acceptable due to the rezoning of the property.
- 1.25 Should any existing City infrastructure adjacent to the site be damaged during construction activities then the existing infrastructure is to be replaced to current City standards, including but not limited to the standards below. Replacement is to be determined at the sole discretion of the General Manager of Engineering Services.
- (a) Sidewalks are to be installed with light broom-finish and saw cut joints.
 - (b) Electrical infrastructure to current Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code (the latest edition) and the Master Municipal Construction Documents (the latest edition).
- 1.26 Provision of the detailed Landscape Plan to the satisfaction of the General Manager of Engineering Services. All public realm treatments to the approval of the General Manager of Engineering Services. When submitting Landscape plans, please place 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."
- 1.27 Provision of street trees where space permits. Within the NEFC project area, street trees to be consistent with the NEFC design. Outside of the NEFC project area, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off street bike facility.
- 1.28 Any requests for soil cells on City property must be reviewed and approved.
- 1.29 Designs for future works that interface with existing structures on City property and/or the Georgia Ramp must be submitted to the City's Streets Design Structures team for review and approval.

- 1.30 Show existing Georgia Viaduct and/or proposed Georgia Ramp on plans, as appropriate based on construction sequencing.
- 1.31 With respect to the existing viaduct structure and the proposed Georgia Ramp, the development shall accommodate the following:
- (a) Any modifications to the existing viaduct structure or the Georgia Ramp (removal of existing handrails, etc.), as a result of the proposed development, must be reviewed by the City prior to approval.
 - (b) The City will not allow any structural attachments to the existing viaduct structure, unless the developer can prove that the newly added loads would fall within the structural capacity of the existing structure. No structural attachments will be permitted on the Georgia Ramp.
 - (c) Any encroachments allowed by the City through the course of design development will require the registration of an encroachment agreement.
- 1.32 The development's structure shall accommodate the following with respect to the Georgia Ramp:
- (a) Integration at Georgia Ramp expansion joint:
 - i. Longitudinal expansion joint shall match details shown on Georgia Ramp drawings and shall allow a 300 mm gap minimum, depending on building movements, between structural walls to the bridge deck edge. Georgia Ramp transverse displacements (noted for the 1 in 2475 year seismic hazard return period) for the following locations are:
 - Abutment A0: 69 mm (228 mm remaining in expansion joint)
 - Pier P1: 110 mm (190 mm remaining in expansion joint)
 - Pier P2: 123 mm (177 mm remaining in expansion joint)
 - ii. 720 Beatty/701 Expo structure movements shall not exceed remaining allowance in expansion joint capacity. The Applicant is to provide building displacement at deck/plaza elevation for 475, 975 and 2475 year earthquakes at the following Georgia Ramp bridge stations:
 - Abutment A0: 100+829
 - Pier P1: 100+866
 - Pier P2: 100+915
 - iii. Expansion joint design shall follow the details prescribed in the Georgia Ramp construction drawings.
 - iv. Maintenance of the expansion joint is the responsibility of the Applicant.
 - (b) Load limitations and clearances:
 - i. The following load limitations shall be respected at each noted location:
 - Abutment A0: maximum vertical and horizontal load transfer to abutment is 100 kPa
 - Pier P1: maximum vertical and horizontal load transfer to pile drilled shaft is 200 kPa over 6 m height
 - Pier P2: maximum vertical and horizontal load transfer to pile drilled shaft is 200 kPa over 6 m height
 - ii. The Applicant shall provide detailed engineering calculations to validate the loads being transferred to the Georgia Ramp. If loads exceed those listed above, the Applicant shall be responsible for additional reinforcing systems

to the 720 Beatty/701 Expo structure to limit the load transfer to the Georgia Ramp bridge structure.

- iii. The current plan provided shows that the building conflicts with the Georgia Ramp structure. No structure or foundation shall be built, constructed, enlarged or located on the portion of the lands adjacent to the Georgia Ramp within 1 m around the drilled shafts or inside a 1H:2V plane projected downward from the top of drilled shaft elevation as defined in Table 022-1 on drawing NEFCAP-PK2-S-STR-N-022. In addition to the no build area:
 1. For any construction activities proposed within seven times the diameter of the drilled shaft foundations, the Applicant shall submit a construction impact assessment report including, but not limited to field investigations, engineering assessments, calculations and site-specific monitoring programs, to the City to confirm that there is no unacceptable impact on the Georgia Ramp foundations. Unacceptable impacts are loading conditions that overstress the bridge foundations. The adjacent structure should not cause overstress to the bridge foundation, meaning that under ultimate load conditions, the foundation components shall remain within elastic limits. The City will hire a structural and a geotechnical engineer, selected by the City, to review the construction impact assessment report. All costs associated with preparation and review of the construction impact assessment report, and implementation and review of the monitoring program are the responsibility of the Applicant.
 2. Within the zone of seven diameters of the drilled shaft foundations, any basement walls or deep foundations must be designed to withstand the lateral earth pressures induced by the drilled shafts as a result of the design shear force of 6300 kN and a moment of 18500 kN-m located at the top of the drilled shaft
- iv. The legal plans shown do not align with the land acquisition drawings required for the Georgia Ramp. Refer to appendices.

(c) Geotechnical requirements:

- i. The Applicant shall maintain the as-constructed condition of the Georgia Viaduct and retaining walls at the site and shall not impact the new Georgia Ramp, including impacts to the foundations at Abutment A0, Pier P1 and Pier P2.
- ii. Shoring design (jet grout, anchors, etc.) shall be designed and constructed to maintain support around the column shafts.
- iii. The Applicant shall not rely on the capacity of the Georgia Ramp or retaining walls for support of their structure. The Applicant shall accurately draw their proposed building configuration and Georgia Ramp for assessment by the ramp designer.
- iv. Should the parkade structure be constructed prior to the ramp foundations; temporary shoring will be required to facilitate construction of the parkade and soil anchors are contemplated for the temporary shoring. The soil anchors must be designed and installed to avoid potential conflicts with the future drilled shaft construction or as-built Georgia Ramp foundations. The Applicant is to provide protection (sheet piles, shoring, etc.) to allow for construction of the drilled shaft adjacent the development and shall be reviewed and approved by the Georgia Ramp designers.

- v. The base of parkade footings must be set not lower than the top of caisson to limit transvers loading to the pier foundations.
 - vi. Temporary excavation support to be designed to accommodate the installation of the adjacent structure.
 - vii. The Applicant shall be responsible for monitoring and reporting movements of the existing Georgia Viaduct or Georgia Ramp due to construction activities on the rezoning site. Movement limits shall be specified by the City. Temporary works design shall limit imposed deformations on the Georgia Ramp to within the specified limits.
- 1.33 The setback on Georgia Street must be provided for the full frontage length. The Applicant must provide integration of the concourse with BC Place to Georgia Street for the future condition with the new Georgia Ramp from Beatty Street to bent 22C of BC Place; the current "Garden of Growth and Decay" impedes the setback and pedestrian widths along Georgia Street.
- 1.34 Update drawings to reflect future condition at Citadel Parade. Crosswalks and/or traffic signals are shown at Citadel Parade in some images in the rezoning application. In the future condition there is no signalized intersection or crossing in this location.
- 1.35 Building grade application must be submitted and approved prior to issuance of a development permit.
- 1.36 Building grades to be shown at the property lines on plans.
- 1.37 Provision of a lighting simulation at the time of development permit application submission.
- 1.38 Provision of a report issued by a Professional Engineer that demonstrates that the proposed stack design and location will meet all applicable regulations, and, through detailed site-specific modelling of stack plume formation and dispersion, demonstrate existing and future buildings located in the vicinity of the facility will not be adversely impacted by the prevalent trajectory of the plume.
- 1.39 The proponent must demonstrate in a report issued and sealed by a Professional Engineer that, through detailed, site-specific modelling of primary air pollutant emissions and dispersion, using methods acceptable to Metro Vancouver, the steam plant will meet or exceed all applicable Provincial and Regional air emissions and air quality regulations.
- 1.40 Design development of treatment proposed around the steam headers in the public realm on Georgia Street to improve pedestrian safety and accessibility.
- 1.41 Provision of generous and continuous weather protection on the Beatty Street and Georgia Street frontages.
- 1.42 Provision of a minimum 0.45 m (1'-6") separation between the edge of the sidewalk and any benches, logs, or other structure in or near the "growth and decay garden" in order to maximize the useable pedestrian sidewalk space. Grass, low ground cover plantings or hard surface paving are acceptable within this 0.45 m (1'-6") separation.

- 1.43 Eliminate gate/door swing more than 1'-0" over the property lines or into the SRW areas.
- 1.44 Design development to provide additional breezeway width.

Note to Applicant: A minimum 6 m clear width is required along the breezeway. The diverter planter north of breezeway at Beatty reduces effective width to 4 meters on each side.

- 1.45 Design development to address conflicts between landscaping, seating, door swings and other elements in the open space around the building and along the building frontages, and the flow of pedestrians exiting the stadium.
- 1.46 Design development to eliminate conflicts between building entrances and exits, and the Sidewalk SRWs along Beatty and Georgia Streets.
- 1.47 Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.

Notes to Applicant:

- A small reduction in loading bays may be considered at the development permit stage with provision of a Loading Manager and Loading Management Plan.
- Class B loading bays P3 1-8 CBL Queue and P3 1-1 are not counted as loading spaces as they conflict with Class B maneuvering and solid waste operations.
- Relaxation of one Class C loading space may be supported at the development permit stage subject to review of updated Class C maneuvering diagrams confirming that there is adequate on-site turnaround space in the loading area when the Class B spaces are unoccupied.

- 1.48 Provision of a finalized Transportation Assessment and Management Study (TAMS) including the following updates:

- (a) Supporting documentation for the proposed trip rates.
- (b) Class C loading maneuver diagram showing Class C vehicles maneuvering in and out of the loading area.

Note to Applicant: The Class C vehicle can use the entire loading area including the empty Class B loading spaces. The previous diagram only showed a partial turning swath.

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

Note to Applicant: A TDM Plan with a minimum of 30 points is required. The proposed plan achieves 29 points. Refer to [Schedule B](#) of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package. The following additional information and clarifications are required to accept the TDM measures proposed:

- (a) ACT-02 – Improved Access to Class A bicycle Parking
 - i. Bicycle elevator cannot be provided as a TDM measure.
 - ii. Expo Boulevard is accepted as at grade access. 4 points can be claimed for Class A bicycle parking at grade.
- (b) ACT-05 – Bicycle Maintenance Facilities
 - i. Note and dimension location of facilities on plans.
 - ii. Bicycle maintenance facilities to be located with convenient access to from Class A bicycle spaces.
 - iii. Provision of an operational plan detailing:
 - 1. A description of the amenities to be provided,
 - 2. A means of providing access to all commercial tenants
 - 3. Plan for maintaining these amenities.
 - iv. If available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.
- (c) ACT-06 – Improved End-of-Trip Amenities
 - i. Provision of concept design for improved end-of-trip amenities.
 - ii. Identify the location, number and type of end-of-trip amenities being provided on plans.
 - iii. Identify the location, and the upgrades being provided for the end-of-trip amenities.
 - iv. Additional end of trip amenities are required to qualify points from this category. Please provide the required number of end of trip facilities and the number proposed for this TDM measure.
- (d) ACT-07 – Public Bike Share Space
 - Illustrate the size and location of the PBS space being provided, and how the development project is meeting the requirements as specified by City staff on plans.
- (e) ACT-08 – Shared Bicycle Fleet
 - Provide additional details of the cycles to be provided.
 - Identify the location of the Class A Bicycle Parking designated for the fleet of cycles on plans.
 - Provision of an operational plan including:
 - 1. Ownership of equipment
 - 2. Equipment Maintenance for: storage, locking, charging (if applicable), user limitations (ride time, hours of operation, number of bicycles, etc.), administration, terms and conditions of use, and capital replacement of cycles and parts
 - 3. Plan for providing ongoing monitoring and reporting standards set out below
 - 4. If available, any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will deliver this service
- (f) COM-01 – Car Share Spaces
 - Identify/note/dimension car share spaces on plans.
 - Spaces to be located with convenient, public access at-grade or one parking level under the at-grade access (Beatty St Access).
- (g) COM-02 – Car Share Vehicles and Spaces
 - Identify/note/dimension car share spaces on plans.

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

Note to Applicant: Subject to the acceptance and approval of the finalized TDM plan.

- 1.50 Note on all ground level and parking level plans "Vehicle parking layout approved, subject to compliance with approved Transportation Demand Management (TDM) Plan."
- 1.51 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
- (a) Provision of a maximum of 40 Class A bicycle parking spaces in each room.
Note to Applicant: Bicycle lockers are not counted in the 40 space maximum.
 - (b) Relocate the Class B bicycle parking on the plaza level to a more convenient visible location for public use.
 - (c) Provision of wayfinding signage for the Class B bicycle parking on P3.
 - (d) Provision of a dedicated bicycle elevator for all bicycle spaces including the following:
 - The elevator is to have doors on both ends to allow bicycles to easily roll in from one end and roll out the other.
 - The elevator to be a freight style elevator with durable finishes to comfortably accommodate two people with two bicycles and provide minimum interior dimensions of 5'-6" x 6'-8" ", and 3'6" wide doors.
 - A separate bicycle call button is to be provided on all floors requiring bicycle access to allow users to call the bicycle elevator directly.
 - Accommodation of oversized bicycles within this elevator may increase requirements.
- 1.52 Design development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.
- (a) Provision of 2.7 m stall width for the Class A loading bays.
Note to Applicant: The steam plant fleet vehicle spaces are not considered Class A loading spaces.
 - (b) Provision of 4.0 m stall width for the first Class A Passenger loading space. Subsequent passenger loading spaces to measure 2.9 m width.
- 1.53 Design development to improve accessibility and function of the proposed shared vehicle spaces.
- (a) Label all shared vehicles spaces on the plan drawings.
 - (b) 2.9 m stall width is required for shared vehicle parking spaces.

Note to Applicant: the following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

- A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
 - All types of parking, shared vehicle, and loading spaces individually numbered, and labelled on the drawings.
 - Please label all steam plant fleet vehicle spaces on the plan drawings.
 - Dimension of column encroachments into parking stalls.
 - Dimensions for typical parking spaces.
 - Dimensions of additional setbacks for parking spaces due to columns and walls
 - Dimensions of manoeuvre aisles and the drive aisles at the parkade entrance and all gates.
 - Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, security gates and parking stalls with overhead projections, including pull pits, transfer fans and parkade exhausts. These clearances must consider mechanical projections and built obstructions.
 - Areas of minimum vertical clearances labelled on parking levels.
 - Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.
 - Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
 - Existing street furniture including bus stops, benches etc. to be shown on plans.
 - The location of all poles and guy wires to be shown on the site plan.
 - A landscape and site plan that generally reflect the improvements to be provided as part of the Services Agreement.
 - Show, label, and dimension the full PBS SRW space on the drawings. Show in bold or dashed outline.
 - Remove all images/depictions of the PBS station including docking points, bikes, kiosks, etc. from all drawings.
 - Show and label the location of the electrical connection for the PBS station on the drawing.
- 1.54 Manoeuvre diagrams and a confirmation and operation letter from the waste hauler provider confirming the function of solid waste operations as proposed.
- 1.55 Solid waste storage amenities must be no more than one storey below grade. They must be designed to ensure all waste collection day activities occur on-site, as opposed to placing bins onto City property for collection. A typical Front Loading Collection Truck requires a height clearance of 7 m to “tip” a 4-yd dumpster.
- 1.56 The size of solid waste storage rooms must be in compliance with the guidelines set out in the *Garbage and Recycling Storage Amenity Design Supplement* allowing a sufficient number of carts/containers to meet the needs of the entire building. The space allotted for solid waste amenities must exceed the minimum set out in the guidelines to allow for waste diversion programs to ensure items banned from garbage are not put in garbage (e.g. electronics, plastic bags, foam packaging).
- 1.57 Provision of an infrastructure and maintenance plan to maintain a litter-free environment in exterior areas (e.g. public sidewalks and paths).

- 1.58 Provision of additional information with respect to the Zero Waste Planning Occupant/Public Education and Outreach Actions (F.3.2). The applicant has not addressed Item 1 in the Operations Plan, and has not indicated the three procedures/actions (Item 3) that will be taken to encourage and support education/outreach. Currently the Applicant has identified two initiatives – reporting of the building’s waste diversion performance and identifying tenants as “waste diversion stars.”
 - 1.59 Buildings must incorporate zero waste efforts beyond the provision of standard recycling bins (F.3.3). The applicant must show how they plan to meet this objective by choosing and implementing as least seven initiatives from a list of 18 items, as per the Sustainable Large Developments Admin Bulletin.
 - (a) Currently the applicant has identified four of those initiatives: Items 2, 4, 6 and 9.
 - (b) Partially addressed Item 11 and alluded to Item 12 (in the Sustainable Food Systems section of the document).
 - 1.60 The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change.
 - 1.61 Groundwater requirements are not currently an immediate concern at this site. The City may require a Hydrogeological Study, Groundwater Management Plan, and/or Impact Assessment if dewatering rates are significant or concerning, to the City’s discretion. The developer is advised to undertake adequate investigations to understand the site groundwater conditions early on in the planning and design process.
 - 1.62 Registration of a Section 219 Rainwater Management Agreement Covenant.
 - 1.63 Arrangements for the registrations of a covenant registered on title for an Operations & Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure).
 - 1.64 Staff are seeking a more detailed response toward the Citywide Integrated Rainwater Management Plan (IRMP) requirements outlined in the ‘Rezoning Policy for Sustainable Large Developments’ and detailed fully in the ‘Sustainable Large Development Admin Bulletin’. An updated draft RWMP found acceptable to the Engineering Services is required prior to issuance of any development permit. As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final report will include all relevant details. Provision of a final Rainwater Management Plan (RWMP), which includes a written report, supporting calculations, computer models and drawings to the satisfaction of Engineering Services will be required prior to the issuance of any building permit.
- For the resubmission, the applicant should take into account the following:
- (a) As per the ‘Sustainable Large Developments Bulletin’, Runoff from the first 24 mm of rainfall from all areas, including rooftops, paved areas, and landscape must be retained or reused on site. The method of capture must be prioritized according

to three Tiers outlined in the Bulletin and justification must be provided for using Tier 2 and 3.

- i. To confirm the volume captured through Absorbent Landscaping, provide detailed landscaping plans which specify the area and depth of planting.
- ii. For the proposed Rainwater Harvest & Reuse system please note the following:
 1. Refer to The City of Vancouver Plumbing By-law 2019 as it specifies a number of requirements for Alternate Water Source Systems, which includes rainwater harvesting and re-use.
 2. The Plumbing By-Law specifies permitted surfaces that can be used for rainwater harvesting and re-use purposes as well as mandatory uses for treated non-potable water. Approval by the Office of the Chief Building Official is required if seeking to use treated non-potable water for any other uses.
 3. Provide calculations showing that the non-potable water demands are sufficient to restore the volume of runoff generated by 24mm of runoff from the catchment area within a maximum of 48-72 hours.
 4. If non-potable water demands are not sufficient to restore the volume of runoff generated by 24mm of runoff from the catchment area within 48-72 hours, the designer must specify appropriate provisions to restore this capacity within a maximum of 48-72 hours.
 5. Provide detailed plans on the proposed rainwater harvest & reuse system including location and drainage connections.
Note to Applicant: If rainwater will be used within the Creative Energy Steam Plant system, coordination with the City is required prior to moving forward with this proposal.
- iii. Provide a summary chart of all the catchment areas for the site which includes the required retention, any direct retention achieved, or routing of runoff into the detention or rainwater harvesting systems, to provide a full picture of 24 mm retention across the site.
- iv. Provide a site map detailing the different surface types and how rainwater will be directed or retained in each area. The information provided on the site map is insufficient to make a full assessment. Include the following:
 1. Building, patio and walkway locations
 2. Underground parking extents
 3. Location of proposed detention tank, water quality treatment and flow control systems
 4. All routing of water throughout the site
 5. Area and depth of landscaping
 6. Any proposed rainwater management features; raingardens, bio-retention planters, etc.

- (b) The rainwater management system for the building(s) and site shall be designed such that the peak flow rate discharged to the sewer under post-development conditions is not greater than the peak pre-development flow rate for the return period specified in the City of Vancouver's Intensity-Duration-Frequency curve (IDF curve). The City of Vancouver's 2014 IDF curve shall be utilized for pre-development design flow calculations, and the City's 2100 IDF curve, which

takes into account the effects of climate change, shall be utilized for post-development design flow calculations.

1. For this calculation the 10 year, 5 min time of concentration event should be used as this development is in the downtown core.
2. Ensure all calculations are provided for pre and post development peak flow rates, including R-value calculations and any assumptions used.

- (c) As per the water quality requirements, the volume of water (24 mm for low pollutant generating surfaces like roofs and 48 mm for high pollutant generating surfaces like driveways) that leaves the site must be treated to a standard of 80% TSS removal by mass by using either individual BMPs that meet the standard or treatment trains of BMPs that, when combined, meet the standard.

1. The application proposes a Jellyfish or equivalent water quality filter system for this system. The Jellyfish is acceptable but for any other proposed proprietary treatment device it needs to meet the ISO 14034 ETV certification or the Washington State Department of Ecology's Technology Assessment Protocol (TAPE).

- 1.65 An Operation & Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure), must be submitted to the satisfaction of the Integrated Water Management Branch and will ultimately be included as a covenant registered on title. The O&M Manual shall be tailored specifically for the GI practices proposed on-site and submitted as a standalone document. The applicant is welcome to contact IWM Branch to discuss specific details. The O&M Manual shall include, but not be limited to the following components:

- (a) Phasing Considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established).
- (b) A table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system.
- (c) Fact sheets (or similar reference material), for proposed plantings.
- (d) Contact information for any proprietary systems to be located on-site (for example oil/grit separators).
- (e) Checklists to assist non-technical persons in assessing operation and maintenance performance and requirements.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development, the General Manager of Engineering Services, the General Manager of Arts, Culture and Community Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:

- 2.1 Consolidation of Lot 8, Except Portions in Plan 13872 and Reference Plan 16566, Block 49, DL 541, Plan 9669, and Lot 222, False Creek, Plan LMP12038 to result in:
- (a) the creation of the development parcel;
 - (b) the creation of a separate, southerly parcel (consisting of the Concord Option Lands which are not included in this Application);
 - (c) the dedication of those portions of Lots 8 and 222 north of a 0.3 metre southerly offset from the outermost edge of the proposed Georgia Ramp including piers;
 - (d) the dedication of a 3 m wide area with taper along the Beatty Street frontage.

- 2.2 Provision of a temporary construction buffer area Statutory Right of Way (SRW) to accommodate the construction of the new Georgia Ramp.

Note to Applicant: This agreement may be released upon completion of the buildings proposed on the rezoning site and the new Georgia Ramp. Please refer to files PROPOSED SRW SKETCH PLAN.pdf, and Georgia Ramp Construction - Retaining Wall Modification.pdf for details.

- 2.3 Provision of a 3.0 m SRW from the dripline of the new Georgia Ramp structure beyond the abutment for access and maintenance.

Note to Applicant: Should the development proceed prior to construction of the Georgia Ramp, a blanket SRW may be required, to be reduced to a survey plan to reflect the as-built condition after completion of the Georgia Ramp.

- 2.4 Execution and registration of legal agreements as required pertaining to the existing Georgia Viaduct structure, should development of the rezoning site proceed in advance of construction of the Georgia Ramp, including but not limited to the following:

- (a) Support Agreement and Encroachment Agreement as required for the structural support to the Georgia Viaduct abutment provided by the development to replace the existing retaining wall. The proposed development shall provide structural support for the existing viaduct and meet all appropriate bridge/design code requirements.

Note to Applicant: Part of the existing Georgia Viaduct abutment structure is the retaining wall that runs along Georgia Street alongside the proposed development. The retaining wall is currently managed and maintained by City of Vancouver Engineering. As the proposed development is shown to be directly against Georgia street/viaduct, City of Vancouver would no longer be able to access the retaining wall for inspections/maintenance. Therefore, as part of the proposed development, the existing retaining wall should be decommissioned/demolished, while maintaining the structural integrity of the existing viaduct's abutment.

- (b) Provision of a 3.0 m SRW from the dripline of the existing suspended Georgia Viaduct structure beyond the abutment for access and maintenance.
- (c) Registration of Encroachment Agreements for any encroachments allowed by the City through the course of design development, including but not limited to any expansion joints to be constructed against existing viaduct structure.

Note to Applicant: Expansion joint design to be coordinated with the City.

- 2.5 Execution and registration of an encroachment agreement, or other legal agreements as required, securing the design, construction, maintenance, repair, and replacement of the expansion joint(s) required to accommodate movement range (thermal, seismic and combinations thereof) from both the development and the new Georgia Ramp.

Note to Applicant: At sidewalk elevation, the new development can abut to, but cannot rely on support from, the Georgia Ramp structure. At the interface an expansion joint will need to be installed to accommodate the movement range from both the ramp structure and the new development site (including thermal, seismic, and combinations thereof). The expansion joint will be considered an encroachment and will be the responsibility of the development to install, maintain, repair, and replace. A legal instrument will be required and registered on title clearly to define ownership and maintenance requirements of the expansion joint. Expansion joint performance requirements may be stipulated by the City.

- 2.6 Execution and registration of a Statutory Right of Way for public pedestrian use throughout the on-site open space from property line to building face, including the breezeway.

Note to Applicant: This SRW is intended to prevent activities and installations which could jeopardize the safety and comfort of pedestrians during stadium exiting events. This SRW would include restrictions on signage, patios, landscaping, planters, lighting, art, seating, and other street furniture other than those approved by an application to the City Engineer.

- 2.7 Execution and registration of an Event Access Agreement establishing requirements for the closure of the Beatty Street driveway or Expo Boulevard driveway during special events and street closures.

- 2.8 Provision of a 5.5 m offset distance measured from the back of the future curb between the bike lane and the sidewalk for widened sidewalks along Beatty Street to be achieved through building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site. The SRW will be free of any permanent encumbrance such as mechanical vents, structure, stairs, and planter walls at grade (and is to accommodate the underground parking structure within the SRW agreement).

Note to Applicant: As per the letter dated May 14, 2018 localized building encroachments into the 5.5m setback of no more than 1.8m at the most critical curved north portion of the building and 1.7m at the most critical curved south portion of the building, as measured from the edge of the new SRW area may be considered.

- 2.9 Provision of a 12.5 m offset distance, except where the building overlaps as shown in the Rezoning Application, measured from the back of the future curb for widened sidewalks along West Georgia Street to be achieved through building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site. The SRW will be free of any permanent encumbrance such as mechanical vents, structure, stairs, and planter walls at grade (and is to accommodate the underground

parking structure within the SRW agreement). The temporary encroachment of the existing steam headers (which the applicant has deemed unfeasible to relocate at this time) is acceptable until such time as they can be reasonably relocated.

- 2.10 Provision of building setbacks and Statutory Rights of Way for public use to provide a minimum of 12.5 m of effective width through the site for people exiting the stadium.

Note to Applicant: As noted in the City's response letter dated May 14, 2018, this 12.5m effective width requirement is separate from, and in addition to, the setback requirement along Georgia Street and is required to maintain the effective width for stadium exiting that exists through the parking area today.

- 2.11 Arrangements for the execution and registration of a Statutory Right of Way for the provision of space to accommodate a Public Bike Share (PBS) Station meeting the following requirements:
- (a) **Size:** At minimum a 25m x 4m (linear) or 12m x 8m (back-to-back) sized station shall be accommodated. The full length of the space is to be continuous. The physical station with docked bicycles is 2m wide and has a required bicycle maneuvering zone of 2m for a total width of 4m.
 - (b) **Location:** The station must be fully located on private property while still clearly visible to the public with 24/7 public access and allow easy access to the street. The preferred location is along W Georgia St south of Beatty St near the proposed Entertainment Pavilion. The PBS space is to be located within the 12.5 m setback/SRW for widened sidewalks along Georgia Street.
 - (c) **Access:** Consideration for placement of building elements (e.g. fire department connections, HVAC vents, etc.) and landscaping that require frequent access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS station.
 - (d) **Surface treatment:** A hard surface, CIP concrete (saw cut or broom finished) is required with no utility access points within the PBS station footprint (except as noted below). Any utility access point within 1m of the PBS space is to be identified and shown in a detailed drawing submitted. Other firm, paved materials are subject to approval.
 - (e) **Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
 - (f) **Sun exposure:** There must be a minimum of 5 m vertical clearance above the PBS space in order to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day.
 - (g) **Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station.

Notes to Applicant:

- PBS space is not shown on the latest drawings dated March 17, 2020.
- Previous plans (dated December 21, 2018) showed the proposed PBS space on Drawing L10.01 at the southeast corner of the site in the plaza area south of the breezeway and adjacent to the BC Place Concourse. This location for the station is not acceptable. This area is not clearly visible to the public and may encourage users to cycle through the plaza and breezeway to gain access to the street or the station.
- Show and label the location of the electrical connection for the PBS station on the drawing.

- 2.12 Execution and registration of an SRW and other legal agreements as required to secure the relocation of the steam headers located in the 12.5m pedestrian setback area on Georgia Street expeditiously and as soon as technically feasible. Third party assessment of the feasibility of relocation will be a provision of these agreements.
- 2.13 Delete all structure proposed within Statutory Rights of Way R92195 (Explanatory Plan 18547), R92198 (Reference Plan 18550), and R92170-73A (Reference Plan 18536); or obtain the written consent of the City Engineer and make arrangements for the relocation, removal or the accommodation of any affected utilities contained within the rights of way.
- 2.14 Written approval must be secured from the BC Pavilion Corporation for any work or structures proposed within Easements GB48624 (Explanatory Plan 18966) and GB48625 (Explanatory Plan 18967).
- 2.15 Written confirmation is to be provided by the BC Pavilion Corporation, as the registered leaseholder of L16423 (Reference Plan 16567), supporting the proposed redevelopment.
- 2.16 Execution and registration of a Bridge Proximity Agreement over the whole of the rezoning site.
- 2.17 Execution and registration of a Site Modification Agreement for the modification of the site to meet future grades and integrate the rezoning site with the new Georgia Ramp.

Note to Applicant: This will be required should the development's parkade be constructed prior to the Georgia Ramp, requiring an interim condition with the Georgia Viaduct in place and future modification to integrate the development's plaza with the new Georgia Ramp at sidewalk level.

- 2.18 Design and development of a Bridge Monitoring Strategy for the Georgia Viaduct or Georgia Ramp.

Note to Applicant: The applicant is to develop a monitoring strategy for the Georgia Viaduct or Georgia Ramp to track movements during excavation and construction, establish reporting thresholds and stop work thresholds. A \$10,000 deposit will be required for the City to retain the Engineer of Record to review the monitoring strategy and the results of the monitoring during critical phases of construction. A shoring plan from the Geotechnical Engineer detailing how the bridge footings will be protected during

excavation and construction is required. A post construction report / survey will be also be required.

- 2.19 Execution and registration of an encroachment agreement for those portions of the plaza deck extending over Expo Boulevard to meet the stadium concourse deck.
- 2.20 Execution and registration of legal agreements securing design, construction, maintenance, and operation of mechanical systems to ventilate exhaust underneath Expo Boulevard and the Georgia Ramp as required.
- 2.21 Arrangements for the execution and registration of agreements necessary to require the owner to prepare a detailed Transportation Demand Management (TDM) Plan for the approval of the General Manager of Engineering Services prior to Development Permit issuance, including a requirement to enter into a further legal agreement to ensure that the owner of the lands will construct, install, operate and continuously maintain the TDM measures in the approved TDM Plan.
- 2.22 Arrangements for the execution and registration of agreements necessary to provide a Transportation Demand Management Plan for each development permit, meeting the requirements for large sites as described in the Transportation Demand Management for Developments in Vancouver Administrative Bulletin. Without limiting the discretion of the General Manager of Engineering Services and the Director of Legal Services, this agreement shall include the following provisions:
 - (a) that no development permit for the rezoning site or any improvements or building thereon shall be issued until financial security in the form of Letter of Credit or alternate forms of security to the satisfaction of the Director of Legal Services;
 - (b) secures provision of funding towards long-term TDM monitoring fund in the amount of \$2 per square metre of gross floor area;
 - (c) secures the provision of TDM measures on the site;
 - (d) permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed;
 - (e) agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

Note to Applicant: The above will include but not be limited to a Section 219 Covenant and Statutory Right of Way, subject to additional details being formalized through detailed design.

- 2.23 Execution and registration of a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 10 Shared Vehicles and the provision and maintenance of 10 Shared Vehicle Parking Spaces for use exclusively by such Shared Vehicles including the following:
 - (a) Provision of 10 Shared Vehicles to the development for a minimum period of 3 years,

- (b) Enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicles;
 - (c) Provide and maintain the Shared Vehicle Parking Spaces for use exclusively by such shared vehicles;
 - (d) Make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Spaces;
 - (e) Provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle;
 - (f) Register of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions;
 - (g) A letter of intent from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy. The letter is to also indicate acceptance of the general location, configuration and accessibility of the shared vehicle spaces.
- 2.24 Execution and registration of agreements to secure the delivery of Post Occupancy Plan Implementation Reports on implementation of the Zero Waste Design and Operations Plan within 18 months of occupancy.
- 2.25 Execution and registration of agreements to secure the delivery of an updated Transportation Study when the Creative Energy steam plant switches fuel sources to the satisfaction of the General Manager of Engineering Services.
- 2.26 Arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the General Manager of Engineering Services to enter into a legal agreement that secures the provision of an annual report detailing the GHG emissions of the steam plant and provide a combustion analysis report, including the NOx emissions.
- 2.27 Execute a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called the “services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
- (a) Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Reinbold Engineering Group dated Mar 10, 2019, no water main upgrades are required to service the development.

Note to Applicant: The Water Analysis Report submitted by Citiwest, dated February 27, 2019, anticipate that multiple water service connections will be provided to the site, one for building A and one for building B. City of Vancouver Water standards specify that one legal parcel should be limited to one water

service, unless approved by the City Engineer. As such, currently the City does not guarantee that multiple service connections will be provided. Specifics of where water services will be located, and the number of water services permitted for this project, will be determined at a later date.

- (b) Provision of existing and proposed peak discharge rates from Creative Energy steam plant to sanitary sewer, if any. The capacity of the sanitary sewer will be assessed using this information at which time it will be determined if an upgrade is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any sewer system upgrading that may be required.
- (c) Street improvements along W Georgia Street adjacent to the site and appropriate transitions including the following, all to current City standards, Ceremonial Street streetscape guidelines, and coordinated with the Northeast False Creek (NEFC) Design:
 - i. Front boulevard and broom finish concrete sidewalk;
 - ii. Curb ramps;
 - iii. Adjustment to all existing infrastructure to accommodate the proposed street improvements.
- (d) Street improvements along Beatty Street adjacent to the site and appropriate transitions including the following, all to current City standards:
 - i. Front boulevard;
 - ii. Broom finish saw-cut concrete sidewalk from the front boulevard to the edge of the SRW area;
 - iii. Curb and gutter, including any required road reconstruction, paving and line painting;
 - iv. Raised, protected asphalt bike lane;
 - v. Curb ramps;
 - vi. Improved street and pedestrian LED lighting;
 - vii. Removal of the existing driveway crossing and reconstruction of the sidewalks and curb;
 - viii. Signal modifications as required, including detection loops;
 - ix. Adjustment to all existing infrastructure to accommodate the proposed street improvements including any transitions from protected bike lanes to the adjacent street network.
- (e) Provision of improved street and pedestrian LED lighting on Expo Boulevard as required as a result of the proposed enclosure of the remaining air space on Expo Boulevard.
- (f) Provision of \$135,000 for the delivery of, street improvements along Expo Boulevard adjacent to the site to be delivered by the NEFC Infrastructure Project:
 - i. Front boulevard and broom finish concrete sidewalk;
 - ii. Raised, asphalt protected bike lane;
 - iii. Curb and gutter, including any required road re-construction;

- iv. Adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to Applicant: The City anticipates that these improvements will be delivered by the NEFC project. Should the sequencing of construction require the applicant to deliver the improvements, the City will provide a geometric design.

- (g) Restoration of all utility cuts on Georgia Street, Expo Boulevard and Beatty Street to be restored to CoV "Industrial, Arterial and Bus Routes" specification or match existing pavement structure.
- (h) Removal of existing driveways along Beatty Street and Expo Boulevard and replacement with concrete curb, boulevard and sidewalk.
- (i) Provision of new electrical infrastructure to current COV standards and IESNA recommendations, consisting of:
 - i. Upgraded street lighting (roadway, sidewalk, and bikeway) adjacent to the site
 - ii. Citadel Parade/Georgia Viaduct entire intersection lighting
 - iii. Provision of new or replacement duct bank adjacent to the development site (including lane). Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure.

Note to Applicant: 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 Standard Specification of the City of Vancouver for Street Lighting (draft), Canadian Electrical Code (the latest edition) and the Master Municipal Construction Documents (the latest edition).

- (j) Provision of funding for the installation of parking regulatory signage on streets adjacent Expo Boulevard, Beatty Street, and Georgia Street to the site to the satisfaction of the General Manager of Engineering Services.
- (k) Provision of \$25,000 to accommodate the vehicle crossing locations on Expo Boulevard proposed in this Application within the NEFC Project.

Note to Applicant: The proposed vehicle crossings in the rezoning application do not align with the current design for the Northeast False Creek street network.

- (l) Provision of \$100,000 to procure third party technical reports regarding the technical feasibility of relocating the steam headers post occupancy.

- 2.28 Provision of all utility services to be underground from the closest existing suitable service point. In addition, submission of a written confirmation from BC Hydro that all required electrical plant is provided for on the development property.

Note to Applicant: BC Hydro service to the site shall be primary. All BC Hydro infrastructure (e.g., pad mounted transformer, vista switch and control kiosks) shall be located on the development property.

Sustainability

- 2.29 The applicant will enter into an agreement(s) with the City, on terms and conditions acceptable to the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services that requires the future owner of the buildings to report energy use data, on an aggregated basis, for the buildings as a whole and certain common areas and building systems. Such an agreement(s) will further provide for the hiring of a qualified service provider to assist the building owner for a minimum of three years in collecting and submitting energy use data to the City.

- 2.30 Enter into such agreements as the Director of Planning and the Director of Legal Services determine are necessary for securing the required low carbon performance outcomes, which may include but are not limited to agreements which:

Require that the total thermal energy requirements for the 720 Beatty site (as defined in the rezoning application, December 2018) come from secure low carbon energy sources, at a carbon intensity as needed to achieve the applicable site GHGI limit, and secure the terms and conditions for long-term low carbon performance to the Satisfaction of the Director of Planning.

Community Benefits Agreement

- 2.31 Enter into a Community Benefits Agreement on terms and conditions satisfactory to the General Manager of Arts, Culture and Community Services and the Director of Legal Services, which will require the Applicant and its development partners to:
- (a) participate in a First Source Hiring program, in consultation and partnership with community stakeholder groups and the City, making new entry level jobs available to equity seeking community members in Vancouver first and striving for an overall target of 10% of labour (including that for contractors, sub-contractors and other possible vendors) sourced from adjacent low-income communities and equity seeking groups across the city; including women in trades, Indigenous people, racialized communities, and others facing barriers to opportunity due to discrimination, exclusion and stigmatization;
 - (b) Demonstrate reasonable efforts to procure a minimum of 10% of material goods and services from third party certified social impact and/or equity seeking businesses and social enterprises, across the entire lifecycle of the development site, prioritizing Vancouver-based ventures but extending through supply chains regionally and outside the Province and the Country where and when required. This includes, where applicable, post-occupancy and ongoing service needs;
 - (c) Demonstrate reasonable efforts to attain 10% procurement of materials, goods and services from Vancouver companies or companies located in Metro Vancouver or British Columbia. These may or may not also be equity seeking 3rd party certified businesses as defined in the policy;
 - (d) Retain the services of an independent third party to the satisfaction of the City in order to assist in monitoring and reporting on the progress towards reaching these goals on an agreed upon timeline with the City of Vancouver during and upon completion of the project and its various development phases. This may

- include, where applicable and where possible, post-occupancy and ongoing service needs; and
- (e) Participate in a CBA Implementation and Monitoring Working Group with City staff, industry and training and skill development bodies, employment services organizations, and community representatives with knowledge of social procurement, social hiring, and community economic development.

Public Art

- 2.32 Execute an agreement satisfactory to the Directors of Legal Services and the General Manager of Arts, Culture and Community Services for the provision of public art in accordance with the City's Public Art policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager.

Note to Applicant: Please contact the Public Art Program Manager at publicart@vancouver.ca to discuss your application.

Commercial Linkage Contribution

- 2.33 Pay to the City a contribution of \$4,739,286 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City, and in a form and on terms and conditions satisfactory to the Director of Legal Services. The \$4,739,286 is to be allocated toward funding of childcare facilities and/or affordable housing in and around the Metro Core area.

Note to Applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

Soils

- 2.34 If applicable:
- (a) Submit a site profile to the Environmental Services Department.
 - (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
 - (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

Note to Applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

Non-stratification Covenant

- 2.35 Enter into a Covenant pursuant to Section 219 of the Land Title Act prohibiting both the separate sale and the strata subdivision of the property; except an air-space parcel for the Community Energy Centre use (see CD-1 by-law).

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject sites as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

720 Beatty Street and 701 Expo Boulevard
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 11879

In Schedule A (CD-1 Zoning Districts regulated by Part 9) of the Sign By-law add:

“720 Beatty Street and 701 Expo Boulevard [CD-1 #] [By-law #] DD”

DRAFT AMENDMENTS TO THE NOISE CONTROL BY-LAW NO. 6555

In Schedule A (Activity Zone) of By-law No. 6555 add:

“[CD-1#] [By-law #] 720 Beatty Street and 701 Expo Boulevard”

* * * * *

720 Beatty Street and 701 Expo Boulevard
ADVISORY PANEL REVIEW

Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application on April 17, 2019. The application was supported.

EVALUATION: SUPPORT (9-1)

• **Introduction:**

Rezoning Planner, Nicholas Danford, began by noting this application at 720 Beatty Street proposes to rezone the subject property under the enabling, rezoning policy for the CBD and CBD shoulder from DD (Downtown District) to CD-1 to allow for a 17-storey office building with retail units at grade.

The enabling policy allows for non-residential rezoning throughout the CBD.

The adjacent site at 701 Expo Blvd. containing a plaza and pavilion is demonstrated in the models and materials for context purposes and is not included in the rezoning application. That site is zoned under BCPED and the applicant has indicated that they intend to apply for development permit for that site at a later stage.

The site size is approximately 51,800 sq. ft. frontage along Georgia 43 m (141ft.) and depth 103 m (338 ft.), located on the south-east corner of W Georgia and Beatty Street, directly adjacent BC Place stadium. The site is located in Area C1 of the Downtown Official Development Plan (DODP) that does allow for office and retail uses. The DODP currently allows for a maximum FSR of 7.0 and a height of 150 ft. that can be increased to up to 450 ft. The site currently contains a two-storey commercial/industrial building that also houses creative energy (steam plant) facility as well as an industrial printing business.

The 17-storey office building has an absolute building height of 263 ft. including appurtenances. The proposed gross floor area of approximately 616,800 sq. ft. that includes 18,500 sq. ft. of commercial space on ground floor this is on top of 4 levels of underground parking. FSR of 11.55.

The site is located between BC Place and Beatty Street, kitty corner from the future site of the Vancouver art gallery. A series of four, 11 and 12 storey hotels located to the west of the site across Beatty Street while a 23-storey multi-family apartment condos that include townhouses fronting West Georgia are located across the street to the north. Directly to the south of the development is a 4-storey Class B heritage building (built in 1914).

Development Planner, Paul Cheng, began by noting this rezoning application deals with 720 Beatty, but the adjacent site is critical in this review in that it offers a new plane of public realm for circulation and place making. The other site is depicted in this package, as a building and as the new filling in of the existing open holes down to Expo Boulevard.

There is a strong urban repair on the ground plane. New CRU's instead of dead facades and newly-produced ground-plane adjacent to the stadium.

Locating a sports stadium in a downtown location poses a special urban design problem. Stadiums typically do not offer a fine-grained pedestrian experience on their edges. Vancouver's

solution has been to allow and place buildings up against the stadium to act as edge-givers, street definers and scale transitioners.

If this was proposed under zoning, the maximum 7.0 FSR would result in a building of lesser overall volume. But since the rezoning policy does not provide any urban design guidance, staffs need to assess each project individually. (263 ft. (limited by view cone) across 330 ft. of frontage and 11.55 FSR).

The site is not located in a typical context of surrounding similar development. Instead, it abuts against a large stadium of completely different scale. As such, the development of this site should not be expected to emulate the typical tower-podium typology seen in the residential portions of the downtown area. What is proposed is similar to an office slab typology, but with some unusual fold and sinuous bends in the floorplate.

Advice from the Panel is sought on the following:

1. Please provide commentary on the proposed building form's impact on the Beatty Street and Georgia Street public realm with respect to:
 - a) Shadows and ambient light;
 - b) Street enclosure and openness to sky;
 - c) Sidewalk activation;
 - d) Cantilevering of building elements over the Beatty Street sidewalk.

Pedestrian Circulation and Placemaking:

2. Stadium access and egress used to be informal use of undeveloped private properties, but we have been filling them up with buildings: Casinos, hotels, office towers, so it behooves us to be a little more mindful of the flow of crowds, and the placemaking around the Stadium.
3. Please provide commentary on the proposed pedestrian-oriented circulation pathways and places, including the breezeway, the Georgia Street sidewalk, and the newly introduced plaza area, with respect to:
 - a) Pedestrian comfort;
 - b) Commodiousness;
 - c) Placemaking; and
 - d) Building interface.
4. Please provide commentary on the emerging architectural character of the proposal.

- **Applicant's Introductory Comments:**

The applicant noted the property came about when asked by a previous council to acquire Creative Energy to help effect a fuel switch. This project is in the first phase of this fuel switch. There are aspects that will remain of the present plant.

An empty property elsewhere will be utilized to build the new plant. Once the move is done, the present plant site will be freed up; however the property will still need to do half the work it is presently doing.

With the new plant the goal is to decrease the amount of gas fuel usage.

This site will be all commercial; this is a response to the lack of diversity of work space and the proximity to the stadium. The office floorplate is about 32,000 sq. ft, and is an important contribution to the City.

The design intent is to create a large continuous creative floorplate while breaking down the volume. The project feel is a 360 degree building to echo BC Place, two allow for an illusion of two rounded volumes opposed to one.

There is an elevator lobby you can look into the plant, with pipes coming out that is part of the history to the site.

The façade on all views plays with a faceted crystalline rounded format. There is about 50/50 transparency opacity. This allows orienting the views and the glass work and highlights the curvature.

The base color is white, glazed enamel, this helps capture the different elements of light that high the building.

There is a pocket plaza and a sloping public realm that goes around Georgia Street and BC Place; this will create a dialogue between the sites. The entire ground plain consists of public oriented retail.

The roof will have an amenity for fitness and areas of refuge with oasis of green. The roof will bring a sense of bio diversity with an intensively planted green roof.

The public realm and landscape is a fluid quality of the built edge. The goal is to accommodate the flow of movement through to mid-block connection and along Georgia.

There are inserts of timber and gold lighting that contribute to the sense of direction. There are small coves on various corners with a series of gardens. All of the gardens are about portraying the ecological process of death and renewal.

The building caters to the public life and extra energy with the arena next door by creating a series of destinations.

There are discussions to have a school on the lower level with its own entrance and this circular people movement so they are part of the narrative.

The applicant team then took questions from the panel.

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

- Having reviewed the project it was moved by Ms. Avini-Besharat and seconded by Mr. Sharma and was the decision of the Urban Design Panel:
- THAT the Panel **SUPPORT** the project with the following recommendation to be reviewed by City Staff:
 - Design development of the connection from Beatty street level to Expo Boulevard level (e.g. what will the façade be?);
 - A DP application where both sites can be discussed;

- Recognize prominence of the corner at Georgia and Beatty street;
- Design development of the rooftop massing;
- Work with City too allow for flexibility of street tree placement.

- **Related Commentary:**

- In general the panel supported the project at the rezoning stage.
- It is a unique refreshing site that will require a lot of care. The theme is fluid and talks about motion.
- The floorplate form and character was nicely done.
- The design has nice curves and lines to it and the timber and gold inserts lighting is beautifully done.
- The curvilinear shape really masks the size of the building.
- The proposal has inviting transitions and the curtain wall system is good.
- The retail opportunity is great.
- The exposure of historical elements is a success.
- Be aware that the façade may end up with many small 'rooftops' above the facets.
- There are all these great renderings however the vision in regards to the porosity between the spaces needs developing.
- The base of the building where it meets the ground needs further design development.
- Think about the corner façade and how the building is a background, consider the importance of the Georgia and Beatty corner.
- Like how the building is overhangs the public realm.
- An important aspect of this project is the pedestrian character especially with linkage to the plaza and the water.
- Pay attention to the success of Expo Boulevard. More development is needed from the street level and down to the boulevard. It is important to know what this will be as it is great big opportunity.
- It is important to address the future of the Vancouver Gallery corner. There should be more happening at the corner; there will be a lot of individuals walking through here. It is important there is nothing on the sidewalk when crowds are leaving events.
- Consider the ambient lighting, rain and sound challenges along the BC place outdoor spaces.
- The rooftop is nicely done.
- Suggest looking if there is space for roof top protection.
- Encourage the landscaping to be as bold as the architecture.
- Review the expression of the plant types.
- Consider the spacing of the trees.
- Additional comments include 'be aware of glare'.
- Beatty Street may not need the parking. Suggest some drop off spaces especially with the school.
- Consider incorporating some public art.
- The panel agreed it was unfortunate the project could not be reviewed with the adjacent sports bar in order to provide commentary on the whole site.

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

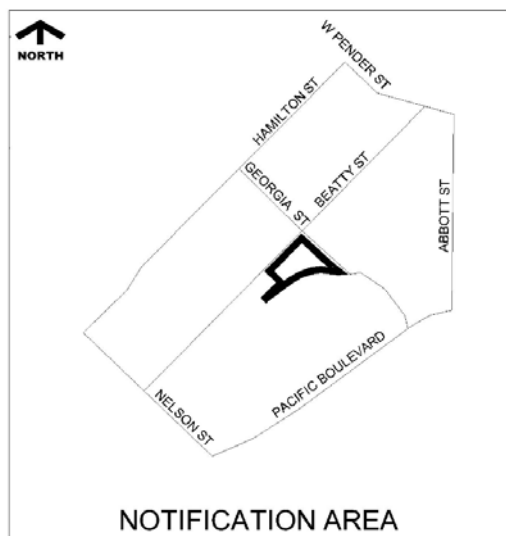
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**720 Beatty Street and 701 Expo Boulevard
PUBLIC CONSULTATION SUMMARY**

PUBLIC CONSULTATION SUMMARY

Rezoning Application (Submitted December 21, 2018)


Public Notification – A rezoning information sign was installed on the property on February 8, 2019. Approximately 5,053 notification postcards were distributed within the neighbouring area on February 11, 2019. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps). The rezoning information sign and re-distribution of the notification postcards took place following receipt of the amended proposal on March 17, 2020.



Community Open House – A community open house was held on March 11, 2019 at the Vancouver Public library Central Branch, located at 350 West Georgia Street. Staff, the applicant team, and 53 members of the public attended the open house. All materials presented to the public included the renderings and plans for both 720 Beatty Street and 701 Expo Boulevard. When the resubmission was submitted on March 17, 2020 the requirement for the community open house was waived as the public had already viewed and commented on the consolidated proposal.

Public Response – Public responses to the proposal have been submitted to the City as follows:

- In response to the March 11, 2019 open house, a total of 19 comment sheets were received from the public.
- Approximately 12 emails and online comments were also received.

| | |
|----------------------|--|
| Total Notifications |  5,053 |
| Open House Attendees | 53 |
| Comment Sheets | 19 |
| Other Feedback | 12 |

Notification and Public Response

Note: Each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Some duplication of responses may result where respondents chose to provide feedback to a rezoning application more than once using a number of mediums (open house comment sheet, online feedback, form letter, petition, etc.).

Comments of Support:

- **Proposal has quality design aesthetics and features (Approximately 8 responses):**
Respondents had a positive response to the architectural design of the building, citing it as attractive, exciting, and of high quality.
- **Project fits well in neighbourhood and location (Approximately 6 responses):**
Respondents felt the project would fit well in the Entertainment District and respects the community context.
- **Supportive of office space in area (Approximately 6 responses):** Having additional office space was viewed by respondents as fostering further economic growth and providing much needed job space in the City.
- **Proposal has quality public realm features (Approximately 6 responses):**
Respondents felt the ground floor landscaping and public realm enhancements would create an attractive space for pedestrians and visitors.
- **Supportive of building's creative energy upgrade (Approximately 5 responses):**
Respondents acknowledged the benefits of the district energy upgrades as part of the proposal as well as appreciated the aspirations towards more sustainable methods of generating energy.

- **Proposed massing, height, and density is appropriate (Approximately 4 responses):** Respondents considered the building's massing, height, density, and overall scale to be attractive and appropriate for the area.
- **Proposal should have increased height and density (Approximately 2 responses):** Respondents felt that the building's height and massing is too modest for the Downtown and should be increased.
- **Appropriate use of underutilized space (Approximately 2 responses):** Respondents considered the proposal to offer a great alternative to an underutilized space in the City.

Comments of Concern:

- **Proposal should be decreased in height (Approximately 2 responses):** Respondents preferred if the height of the building was lower.
- **Non-supportive of proposal's architectural design (Approximately 2 responses):** Respondents felt that proposal's façade may reflect colours from the lights at BC Place.
- **Public realm should include rain protection (Approximately 2 responses):** Respondents felt that the public realm doesn't provide adequate rain cover.

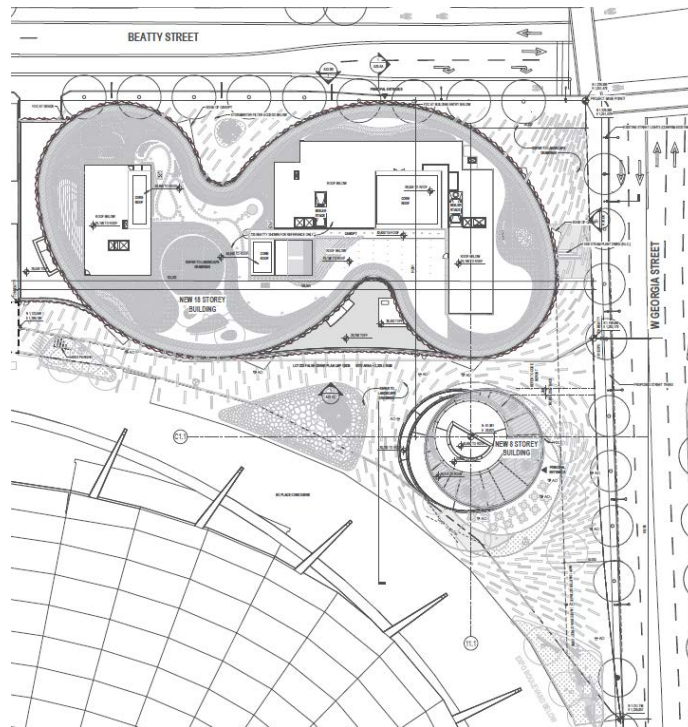
The following are the miscellaneous comments received from the public (note: topics did not rank as highly as those above).

- Dangerous materials could exist on site.
- New development will add to noise pollution.
- Proposal may not provide enough public benefits back to the community.
- Additional density in area will lead to traffic congestion.
- Proposal could include opportunities to have connection underground to Expo Boulevard.
- The rezoning Application should be fast-tracked.
- Proposal should have car-share parking stalls.

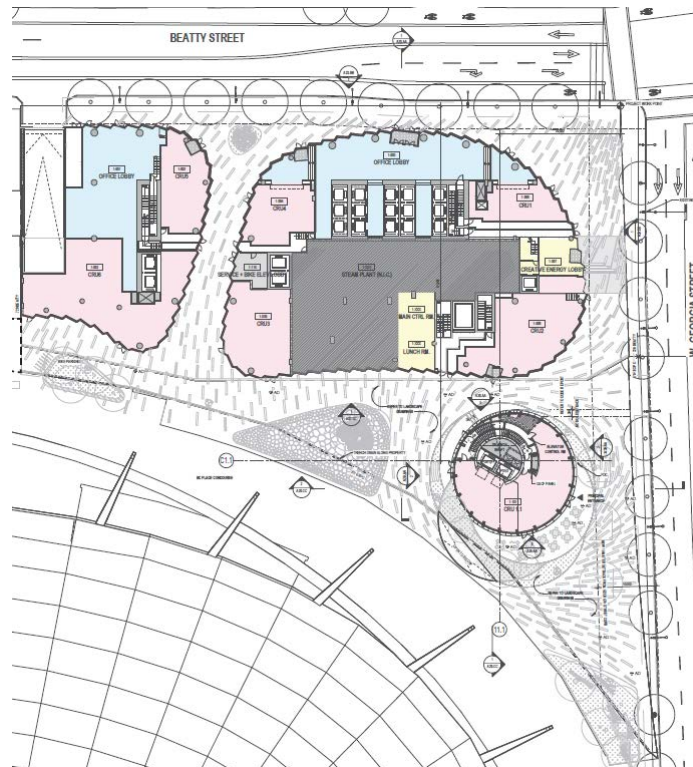
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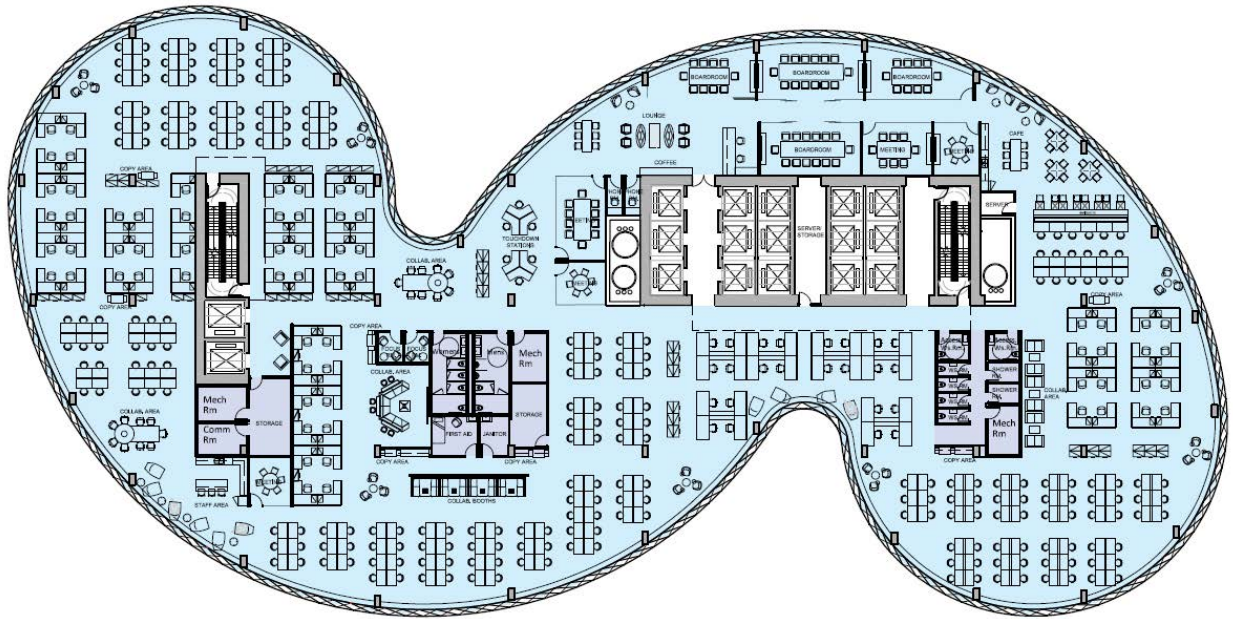
**720 Beatty Street & 701 Expo Boulevard
FORM OF DEVELOPMENT DRAWINGS**

Site Plan

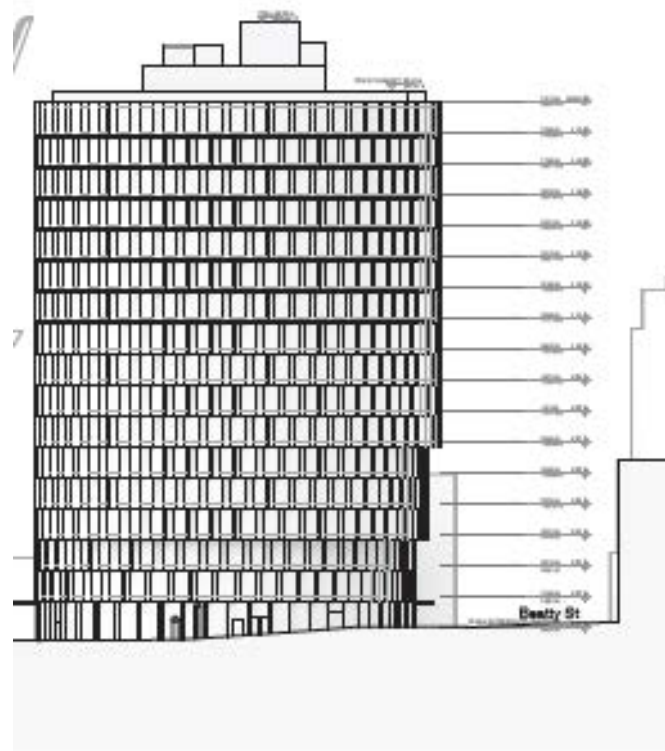


Ground Floor Plan

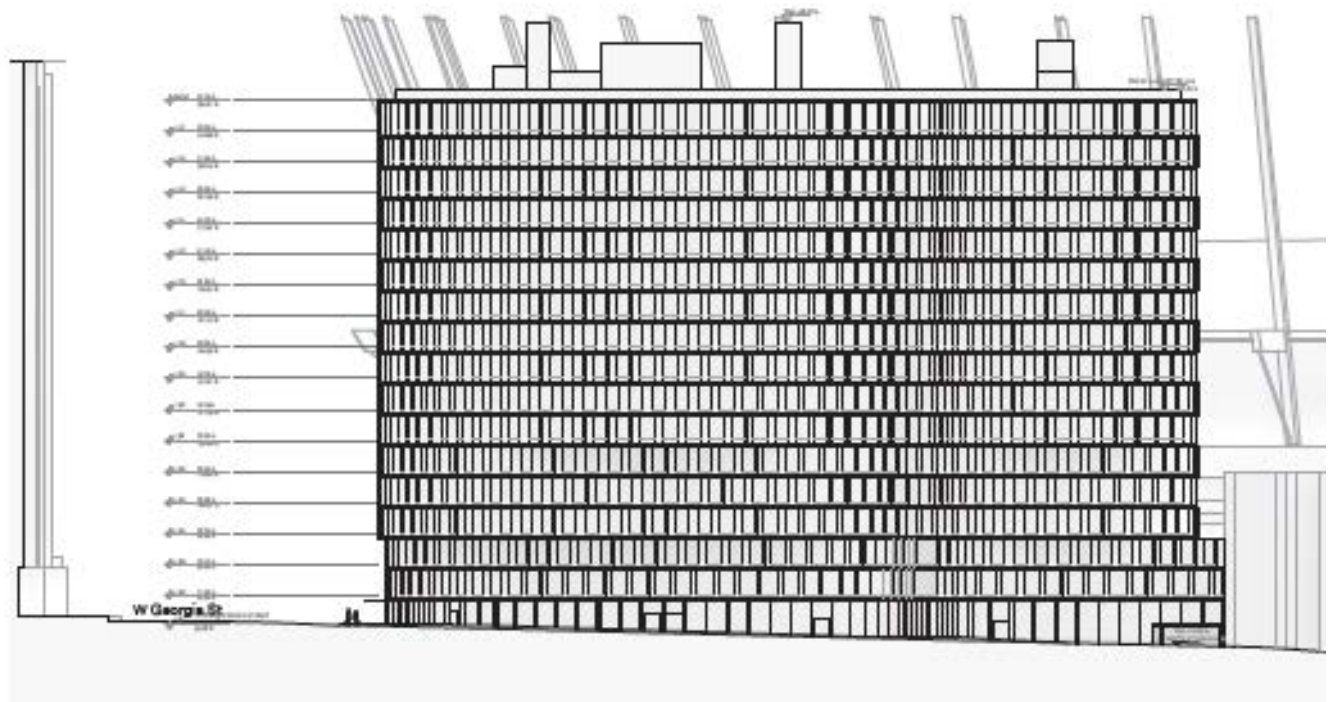




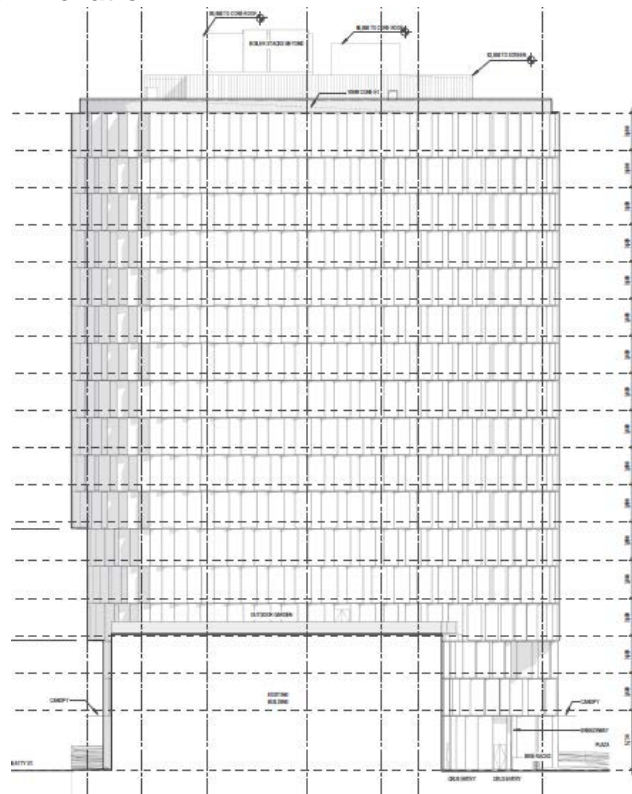
Office Building - North Elevation



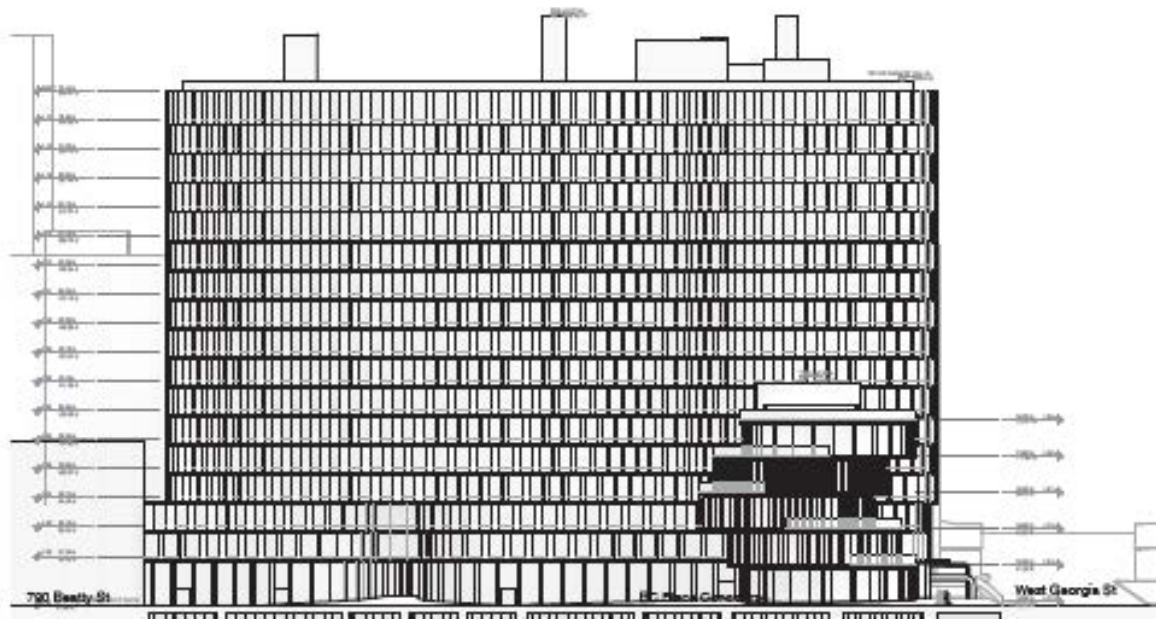
Office Building - West Elevation



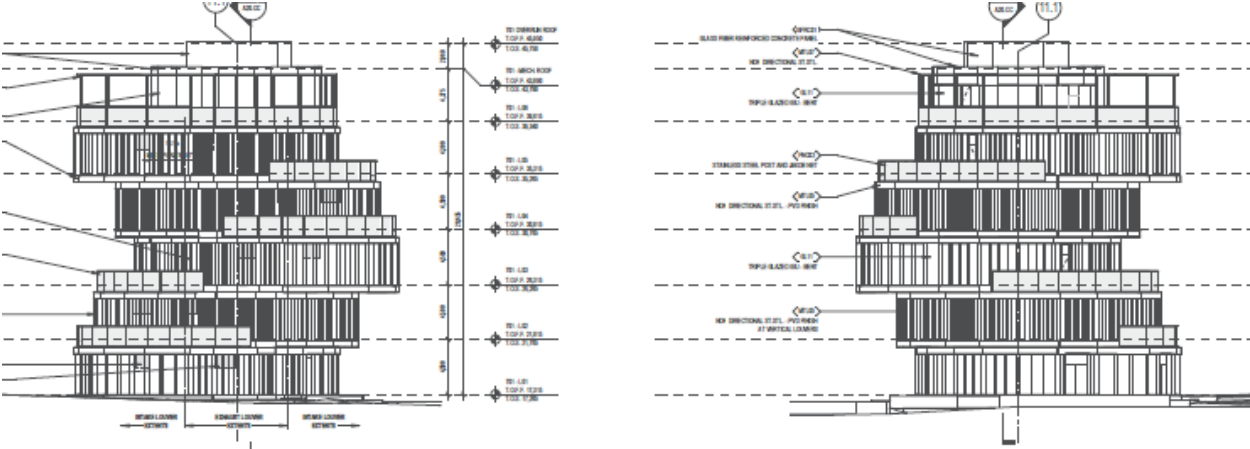
Office Building - South Elevation



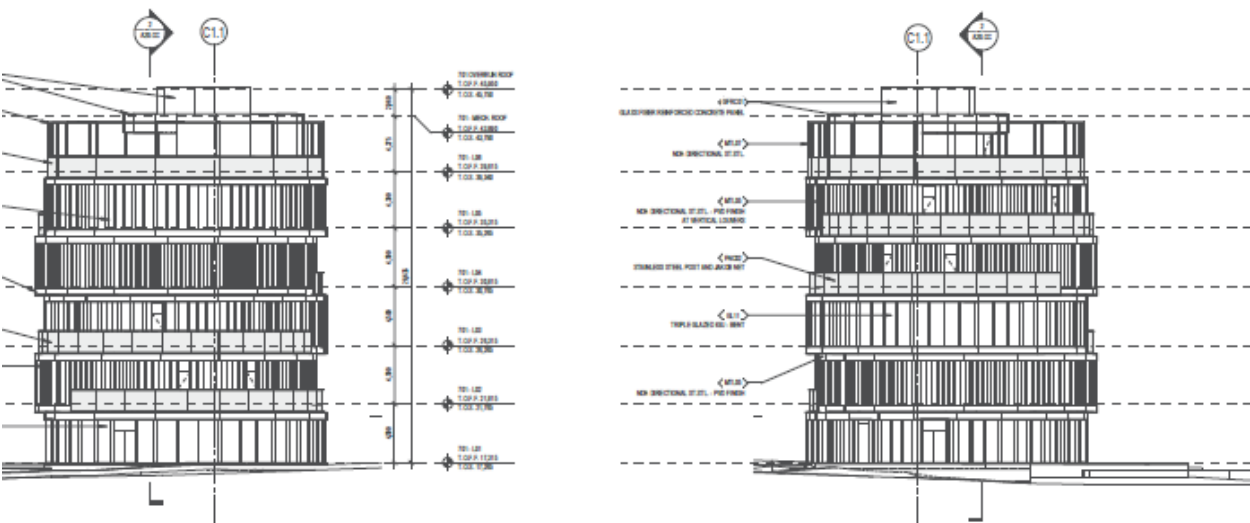
Office Building - East Elevation



Entertainment Pavilion – West and East Elevations



Entertainment Pavilion – North and South Elevations



* * * * *

**720 Beatty Street and 701 Expo Boulevard
PUBLIC BENEFITS SUMMARY**

Project Summary:

To construct a 17-storey commercial office building and six-storey commercial building.

Public Benefit Summary:

The project would add employment space in the CBD, offer a commercial linkage contribution allocated to housing and childcare in the Metro Core area, contribute to public art, and provide a DCL payment.

| | Current Zoning | Proposed Zoning |
|-----------------------|--|-----------------------------------|
| Zoning District | 720 Beatty Street: DD (Area C1) 701 Expo Boulevard: BCPED | CD-1 |
| Floor Space Ratio | 720 Beatty Street: 7.0 701 Expo Boulevard: 0 | 8.96 |
| Buildable Floor Space | 48,104 sq. m (517,787 sq. ft.) | 61,602 sq. m (663,078 sq. ft.) |

Summary of development contributions expected under proposed zoning:

| | |
|--------------------------------------|---------------------|
| City-wide DCL ¹ | \$9,626,766 |
| City-wide Utilities DCL ¹ | \$3,325,920 |
| Public Art ² | \$1,312,893 |
| Commercial Linkage Contribution | \$4,739,286 |
| TOTAL | \$19,004,865 |

Other Benefits (non-quantified components): N/A

1. Based on rates that are anticipated to be in effect as of September 30, 2020; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection; see the City's DCL Bulletin for details.
2. Based on rates in effect as of 2016 rates are subject to adjustments, see Public Art Policy and Procedures for Rezoned Developments for details. For applicants electing to make a cash payment in lieu of delivering art onsite, the payment-in-lieu equals 80% of the Public Art Budget and is due prior to Building Permit issuance.

* * * * *

720 Beatty Street and 701 Expo Boulevard
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

| Street Address | Parcel Identifier | Legal Description |
|--|--------------------------|--|
| 720 Beatty Street | 009-599-479 | Lot 8, Except portions in plan 13872 and reference plan 16566, Block 49 District Lot 541 Plan 9669 |
| 701 Expo Boulevard; except "Concord Option Lands" | 018-500-382 | Lot 222 False Creek Plan LMP12038 |

Applicant and Property Information

| | |
|------------------------|--|
| Applicant/Owner | Creative Energy Vancouver Platforms Inc. |
| Architect | HCMA Architecture and Design in conjunction with Bjarke Ingels Group (BIG) |
| Site Area | 6,872.3 sq. m (73,970 sq. ft.) |

Development Statistics

| | Permitted Under Existing Zoning | Proposed Development |
|-------------------------|---|--|
| Zoning District | DD (Area C1) / BCPED | CD-1 |
| Land Uses | Commercial, Residential, Institutional, Industrial (light), Parks and Open spaces, Public Uses and Facilities, and Urban Farm – Class B | Cultural and Recreational Uses; Community Energy Centre; Institutional Uses; Office Uses; Retail Uses; Services Uses; Urban Farm – Class B |
| Floor Area | Sub-area A: 33,700 sq. m Sub-area B: n/a | Sub-area A: 58,793 sq. m Sub-area B: 2,809 sq. m |
| Maximum Height | Sub-area A: 45.7 m, may be increased to 137.2 m Sub-area B: n/a | Sub-area A: 63.4 m Sub-area B: 28.9 m |
| Parking Spaces | Maximum of 508 spaces | 175 spaces |
| Loading Spaces | Class A: 8 Class B: 8 | Class A: 13 Class B: 8 |
| Bicycle Spaces | Class A: 334 Class B: 12 | Class A: 356 Class B: 18 |
| Passenger Spaces | 7 | 0 |
| Natural Assets | 9 existing on-site by-law trees 7 existing city trees | 9 on-site by-law trees and 7 city trees to be removed; 24 new on-site trees and 19 city trees are proposed. |

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