



REFERRAL REPORT

Report Date: May 4, 2021
Contact: Yardley McNeill
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RTS No.: 14452
VanRIMS No.: 08-2000-20
Meeting Date: May 18, 2021

TO: Vancouver City Council
FROM: General Manager of Planning, Urban Design, and Sustainability
SUBJECT: CD-1 Rezoning: 450 West Georgia Street and 712-732 Richards Street

RECOMMENDATION

- A. THAT the application by Wing T. Leung Architects Inc., on behalf of Austeville Properties Ltd., the registered owner of the lands located at 450 West Georgia Street [*Lots 1 and 2 Block 55 District Lot 541 Plan 210; PIDs 004-993-985, 004-994-001, respectively*], 712 Richards Street [*Lots 3 and 4 Block 55 District Lot 541 Plan 210; PIDs 004-994-124 and 004-994-141, respectively*], 722 Richards Street [*Lot 5 Block 55 District Lot 541 Plan 210; PID 010-909-117*] and 724/736 Richards Street [*Lot C (Exploratory Plan 9303) Block 55 District Lot 541 Plan 210; PID: 004-992-954*], to rezone the lands from Downtown District (DD) to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 7.00 to 15.3 to allow construction of a 23-storey commercial office building with a building height of 87.2 m (286 ft.) be referred to a Public Hearing together with:
- (i) plans prepared by Wing T Leung Architects Inc., received on December 23, 2019;
 - (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 the 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 new 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 by-law 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 450 West Georgia Street and 712-732 Richards Street. The proposal is for a 23-storey commercial office building with retail at grade. The total floor area is 34,902.8 sq. m (375,554 sq. ft.) and floor space ratio (FSR) is 15.65.

This application helps to advance the City's economic policies 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 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)*

- *Metro Core Jobs and Economy Land Use Plan (2007)*
- *Employment Lands and Economy Review Phase 2 Report: Emerging Directions for Consideration through Vancouver Plan (2020)*
- *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 – Character Area A (Financial District) (1975, last amended 2003)*
- *Community Amenity Contribution Policy Update (2020)*
- *Vancouver Development Cost Levy By-law No. 9755*
- *Vancouver Utilities Development Cost Levy By-law No. 12183*
- *View Protection Guidelines (1989, last amended 2011)*
- *Green Buildings Policy for Rezoning (2009, last amended 2018)*
- *Public Art Policy for Rezoned Development (1994, last amended 2014)*

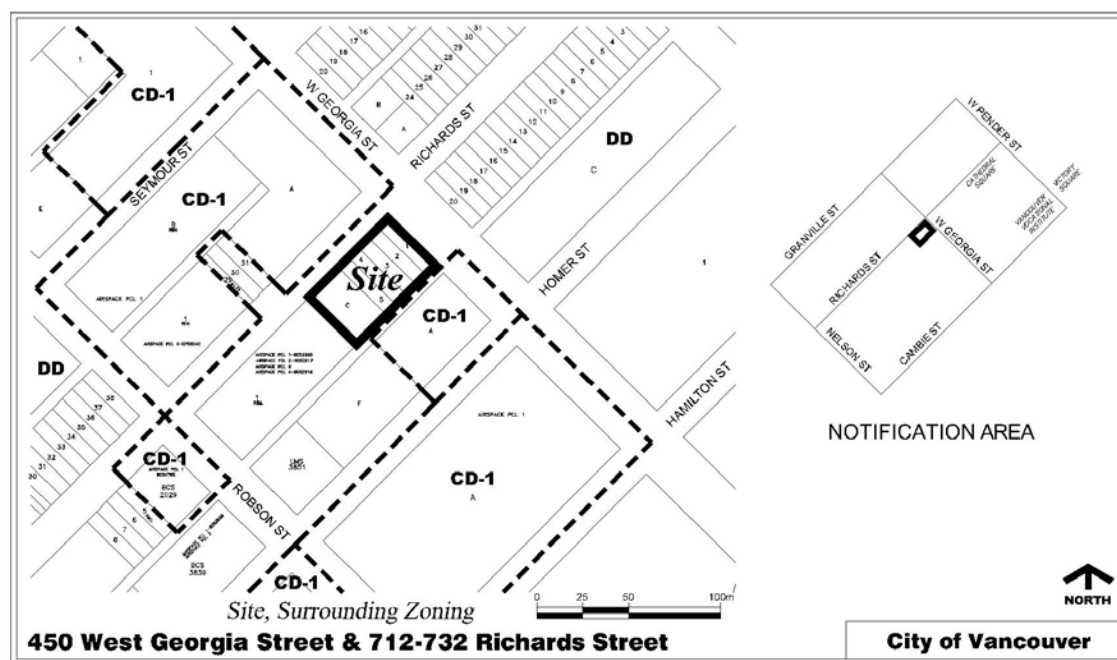
REPORT

Background/Context

1. Site and Context

The site is located on the southeast corner of Georgia Street and Richards Street, and is comprised of six legal lots with a total site area of 2,230 sq. m (24,000 sq. ft.). The site contains a surface parking lot and one to three-storey commercial buildings that front onto Richards Street. Immediately to the south is the L'Hermitage/Doug Storey Apartments development, containing social housing, strata-titled residential, hotel, and retail. Across the lane to the east is the construction of a 24-storey office tower at 400 West Georgia Street.

Figure 1 – Site and Surrounding Context



Within the surrounding blocks are the Granville and Waterfront Skytrain stations and a number of notable buildings, including The Post, Telus Gardens, the Scotia Tower and the Exchange Tower.

2. Policy Context

Currently zoned DD (Downtown District), a variety of commercial and non-residential uses are permitted. The *Downtown Official Development Plan (DODP)* allows for a floor space ratio (FSR) of up to 7.0 in Area C1 with an outright height of 91.4 m (300 ft.) and a maximum discretionary height of 137.2 m (450 ft.), subject to view cone restrictions. The lowest view corridor impacting the site is the Cambie Street view cone (view number 9.1), which limits the building height to approximately 87.2 m (286 ft.).

Metro Core Jobs and Economy Land Use Plan (2007) – This land use plan identifies zoning and policy changes to address a shortfall in job space and meet Vancouver's 30-year economic needs. The plan identified unique sub-areas in the Metro Core and provided policy directions for each. The CBD 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 (2009) – Based on directions set out in the Metro Core Jobs and Economy Land Use Plan, this policy was introduced to allow sites in the CBD to be considered for additional height and density for non-residential development. The policy permits an intensification of land uses to close the gap in job space availability and to improve the economic climate, while restricting residential.

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 changes 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 before 2051 to meet the demand. Work is currently underway for Phase 2, in which intensification of land uses and new policies will be developed to address this shortage.

Strategic Analysis

1. Proposal

This rezoning application from DD to CD-1 is for the construction of a 23-storey office tower with a building height of 87.2 m (286 ft.), a floor area of 34,902.8 sq. m (375,554 sq. ft.) and a floor space ratio of 15.65. At the ground level, an indoor privately owned public space (POPS) is proposed along with retail, office lobby and outdoor public space. POPS are publicly accessible, programmed spaces secured during business hours by a right of way. Upper levels of the proposed building contain office uses. Vehicular access is from the lane at the southeast corner leading to six levels of underground parking with 270 parking spaces.

2. Land Use

The rezoning application proposes commercial uses, including office and service uses. In addition to those proposed, the draft CD-1 By-law in Appendix A allows for a wider range of non-

residential uses to support future employment opportunities, namely cultural and institutional uses. The site is located in Area C1 of the Downtown District, regulated by the *DODP*. This application for an office building aligns with the *Rezoning Policy for the CBD*, which sets out land uses to intensify job space within the Downtown area. The *DODP* is structured in such a way that if a site within its boundaries is rezoned to a CD-1 District, the rezoned site is automatically removed from the *DODP*. Accordingly, amendments to the *DODP* are not required. While the rezoned site would be taken out of the *DODP* upon enactment of a CD-1 rezoning by-law, urban design and land use requirements from the *DODP* are considered when evaluating a rezoning application for its fit as a new CD-1 District within the CBD. Should this application be approved, it would allow the creation of a new CD-1 District with uses consistent with the intent of the *DODP* and the *Rezoning Policy for the CBD*.

3. Density, Height, and Form of Development

Density – Under the *DODP*, the density permitted in Area C1 is 7.0 FSR. This application has proposed 15.65 FSR, which is an increase that is consistent with the intent of the *Rezoning Policy for the Central Business District (CBD) and CBD Shoulder*. However, the project compromises a Council adopted view cone. Staff recommend lowering the FSR to 15.3 in compliance with the *View Protection Guidelines*.

Height – This application proposes the construction of a 23-storey tall office tower. For sites in Area C1 of the *DODP*, the basic maximum height permitted is 91.4 m (300 ft.) which may be increased up to 137.2 m (450 ft.) subject to urban design performance and view cone restrictions. A reduction here of 2.97 m (10 ft.) is required to comply with the *View Protection Guidelines* to remove the encroaching height projection into this view cone.

View Cones – The *View Protection Guidelines* were adopted by City Council on December 12, 1989 to protect selected public views. The Guidelines contain a list of view cones throughout the city and the process to determine if a site falls within a view cone area. The maximum building height calculated for view protection includes all appurtenances such as mechanical penthouses, decorative roofs and aerials. The Guidelines make no provision for a structure to compromise the protected view. In very rare instances, exceptions may be considered when it is conclusively demonstrated that the proposed building is located within a 'view-cone shadow' created by existing buildings in the area.

This site falls under the Cambie Street view cones 9.1 and 9.2.1. View cone 9.1 protects the public views from Cambie Street to the North Shore Mountains (see Figure 3). The proposed

Figure 2 – View of the Proposal Looking Southeast



building penetrates View Cone 9.1 by approximately 2.9 m (10 ft.) with commercial floor space and mechanical equipment. View cone 9.2.1 is not impacted.

Figure 3 – Cambie Street View Cones



Staff prepared a 3D model of the area to determine if the proposed building is in a view cone shadow. The analysis determined that except for a small corner area of the top of the proposed building, (indicated in blue in Figure 4), the majority of the encroachment does not lie within a view cone shadow and would compromise the protected view. Therefore, staff recommend reducing the height of the building in the area not covered by the view cone shadow. Urban Design Condition 1.2 in Appendix B reflects the required reduction in height to comply with the *View Protection Guidelines*.

Figure 4 – Aerial View and Streetscape View of View Cone Encroachment



Shadows – Consistent with City policies and practice, shadow impacts were assessed between 10:00 am and 4:00 pm during the spring and fall equinoxes. There was no substantial impact on the public realm or adjoining buildings, subject to maintaining the recommended tower separation requirements.

Tower Separation – Current City practice is to ensure that residential towers are spaced a minimum of 24 m (80 ft.) from each other for livability and privacy reasons. Office-to-residential tower spacing is based on a range of 18 m to 24 m (60 ft. to 80 ft. respectively), and dependent on the relationship to adjacent uses, building forms and public places. This distance also ensures that towers are spaced sufficiently apart to preserve light and air penetration and to avoid shading nearby streets, sidewalks and other aspects of the public realm. Immediately to the south of the proposal is the residential/commercial L'Hermitage building, which complies with the tower separation requirements.

Figure 5 – View from West Georgia Street (proposal in centre)

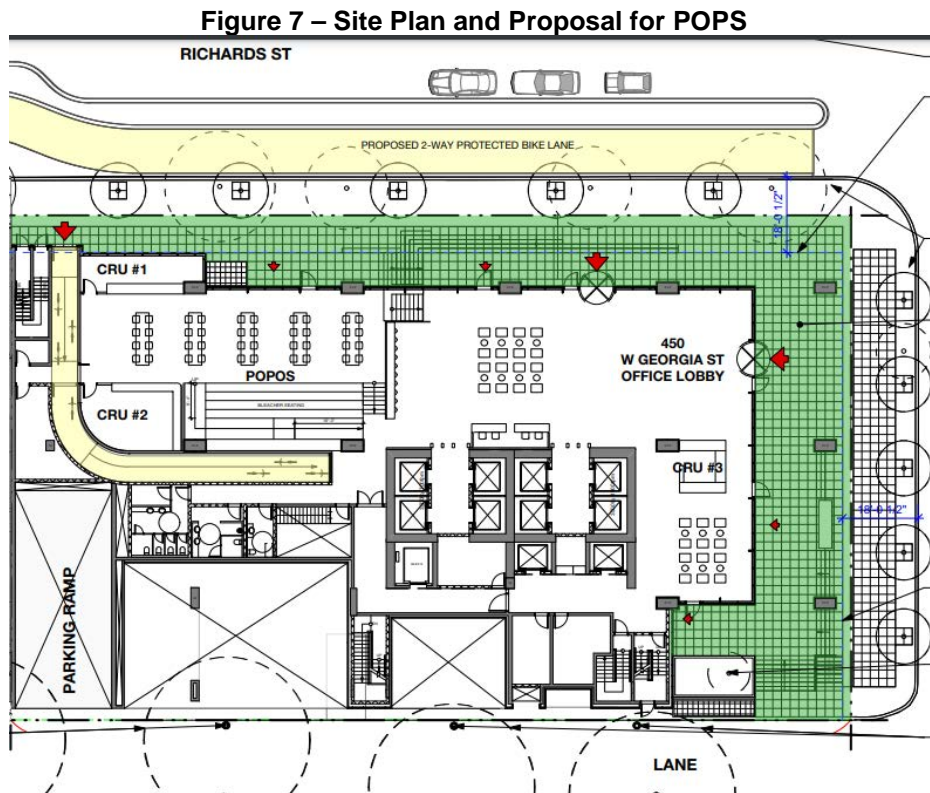
Form of Development – The proposed form is inset at the base, sitting upon metal-clad columns. The first three storeys of the building are recessed to provide additional pedestrian circulation space at grade to alleviate the relatively narrow sidewalks in the area. The main office lobby entrance is located off West Georgia Street with a secondary entrance off Richards Street and an adjoining small retail unit. There is also an indoor privately owned public space or POPS. The POPS is an extension of the public realm, which provides seating and table areas open to the public during weekday business hours. The retail units reinforce the pattern of pedestrian-oriented commercial activity established by adjacent buildings.

Figure 6 – Views of the Proposal from W Georgia Street and Richards Street

The upper levels of the building contain office uses with outdoor amenity areas provided at levels 8 and 23. Vehicular access is from the lane at the southeast corner leading to six levels of underground parking. Loading is provided from the lane and at the P1 level.

Public Realm – West Georgia Street is a prominent urban thoroughfare with an important ceremonial role in the city's Downtown. Sidewalk improvements require 5.5 m (18 ft.) unencumbered setbacks from the curb to the building face on Richards and West Georgia

Streets. Additional setbacks combine to create a plaza-like public realm around the base of the building (highlighted in green in Figure 9). The retail frontage along Richards Street is separated from the public sidewalk by steps, due to a slope in grade. Conditions to align the retail frontage with the grade level in these areas are included in Appendix B, along with refinements to improve the performance of the public realm.



Urban Design Panel – The proposal was reviewed and supported by the Urban Design Panel (UDP) on June 17, 2020 (see Appendix D). The Panels recommendations have been considered in the proposed conditions contained in Appendix B.

Conclusion – Staff have evaluated the proposal against applicable policies and (having considered the input of the general public and the UDP) conclude that the proposal is supportable subject to the design development conditions outlined in Appendix B.

4. Housing

Existing Tenants – As there is no existing housing on the site, this rezoning would not displace any residential tenants.

5. Office Development

Figure 10 below shows major office developments since the policy changes for Metro Core and areas outside of the Downtown.

Under the “Approved Rezoning and Development Permit” total for the downtown and rest of core is new job space totalling 2,483,000 sq. ft. This is a substantial increase 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 land costs resulting from residential speculation in the CBD. If this application is approved, approximately 366,619 sq. ft. would be added to this total, closing the gap in the need for office space.

Figure 8 – New Office Floor Space (Major Developments*) in Vancouver since 2016

Completed	Floor space (sq. ft.)	Jobs (est.)	# of Sites
Downtown	931,000	3,880	6
Rest of Core	455,000	1,890	9
Rest of City	658,000	2,740	3
City Total	2,044,000	8,520	18

Under Construction	Floor space (sq. ft.)	Jobs (est.)	# of Sites
Downtown	3,238,000	13,490	14
Rest of Core	998,000	4,160	14
Rest of City	169,000	700	13
City Total	4,405,000	18,350	31

Approved Development Permit or Rezoning Application	Floor space (sq. ft.)	Jobs (est.)	# of Sites
Downtown	782,000	3,260	8
Rest of Core	1,701,000	7,090	6
Rest of City	21,000	90	1
City Total	2,504,000	16,380	15

Completed, Under Construction, or Approved Rezoning or Development Permit	Floor Space (sq. ft.)	Jobs (est.)	# of Sites
Downtown	4,952,000	20,630	28
Rest of Core	3,154,000	13,140	29
Rest of City	848,000	3,350	7
City Total	8,953,000	37,300	64

**Major Developments are those that add at least 20,000 sq. ft. of office space.*

Source: City of Vancouver development tracking as of February 1, 2021.

6. Parking and Transportation

Parking and Loading – The proposed building's underground parkade is to be accessed from the lane. There are six levels of underground parking including 273 vehicle parking spaces, seven loading spaces, and 230 Class A bicycle spaces. Two Class B loading and five Class A loading spaces are proposed. Per the Parking By-law, the proposal is deficient three Class B

loading spaces and 37 parking spaces. Conditions in Appendix B include a requirement to revise the application to meet the Parking By-law at the development permit stage. Additional Engineering conditions are set out in Appendix B.

Nearby Transportation Infrastructure – Located downtown, the site is well served by public transit. The Vancouver Centre Canada Line station is two blocks away, the Stadium-Chinatown and Granville Skytrain Stations are each three blocks away, and there is frequent bus service on many nearby routes.

7. Environmental Sustainability

Green Buildings – The *Green Buildings Policy for Rezoning*s requires that applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy. This application has opted to satisfy 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. The applicant has submitted preliminary energy modeling analysis detailing building performance strategies to meet the energy use intensity, greenhouse gas and thermal demand targets

Green Sites – The *Urban Forest Strategy* sought to preserve, protect, and strengthen Vancouver's urban forest and tree canopy for the future. Council amended the *Protection of Trees By-law* in 2014 to maintain a healthy urban forest, requiring that permission 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 12 trees on site. All five street trees and seven site trees will be removed in order to facilitate construction and public realm improvements. Ten new street trees are planned at grade in soil cells as well as one specimen tree, eight new trees are planned for the eight-level podium deck, and five for the twenty-third level roof amenity deck.

PUBLIC INPUT

A rezoning information sign was installed on the site on February 19, 2020. Approximately 7,215 notification postcards were distributed within the neighbouring area on or about March 16, 2020. Notification and application information, as well as an online comment form, were provided on the Shape Your City Vancouver website (<https://shapeyourcity.ca/>) and the application was listed on the Rezoning Centre webpage (vancouver.ca/rezapps). The original open house date for this application was postponed in March due to the COVID-19 pandemic. An additional approximate 7,215 notification postcards were mailed and the site sign revised on or about June 12, 2020.

Virtual Open House

A virtual open house was held for three weeks from June 15 to July 5, 2020 on the City's digital engagement platform, shapeyourcity.ca. 7,215 notification postcards were mailed. A three-week open question period on the application webpage on the Shape Your City Vancouver website has replaced in-person open houses, which are on hold due to COVID-19.

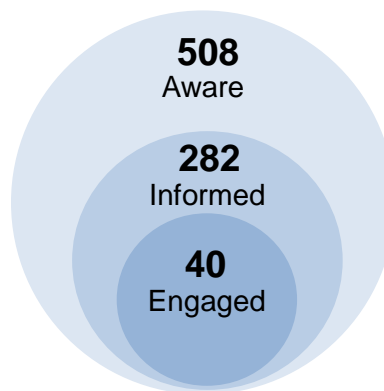
The Shape Your City platform has enabled staff to capture public awareness, knowledge, and engagement levels in new ways throughout the rezoning application process, as follows:

Questions submitted by the public are received during the virtual open house period. Responses are posted publicly on the application webpage and are viewable both during and after the virtual open house.

Comment forms are available online throughout the rezoning process. Members of the public submit comments that are sent directly to the rezoning planner. Comments are not posted publicly and are qualitatively summarized below, consistent with previous practice.

- **Levels of Engagement:** The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application.
 - *Aware:* The number of unique visitors to the application webpage and have viewed only one page.
 - *Informed:* These are visitors who viewed documents, or the video/photo gallery associated with the application. *Informed* is a subset of *aware*.
 - *Engaged:* These visitors submitted a comment form, asked a question, or emailed or phoned staff about the application. *Engaged* is a subset of *informed* and *aware*.

Public Response and Comments – Staff received 508 unique visitors to the application webpage (aware), with 282 reviewing multiple documents or media (informed). A total of 40 responses were received for the application (engaged) either as comments or questions.



Support for the project was focused on the addition of office space downtown, whereas concerns were related to construction noise, building height, and proximity to a neighboring strata tower.

A full description of the public consultation summary can be found in Appendix E.

Response to Public Comments

Impacts to Adjacent Residential – The proposed office building would be set back from the neighbouring strata tower by a distance of 80 ft. This distance exceeds a typical office-to-

residential tower separation in the downtown area, which is often between 60 to 70 ft. Staff have provided additional design conditions in Appendix B to enhance privacy and liveability for neighbours.

Staff have assessed the public comments and conclude that the proposed development is supportable, subject to conditions contained in Appendix B.

PUBLIC BENEFITS

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

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

The site is subject to a City-wide DCL and a Utilities DCL based on the recommended 34,060 sq. m. of commercial floor area. Based on rates in effect as of September 30, 2020, total DCLs of approximately \$7,503,758 would be anticipated from this development.

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 rate of \$21.3125 per sq. m. With 34,060 sq. m of floor area proposed, a public art budget of approximately \$725,904 (or \$580,723 (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* applies a commercial linkage contribution of \$168.43 per sq. m on the net additional floor area for commercial-only rezonings in the Downtown area for leasehold commercial space.

Based on a density increase from 7.00 to 15.3 FSR, a contribution of \$3,117,051 is offered on the additional 18,507 sq. m. of additional floor area. Conditions in Appendix B prohibit subdivision of the office and retail space, and forbid 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 be 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 in effect as of September 30, 2020, total DCL approximately \$7,503,758 would be expected from this development.

As noted in the section above, the applicant has offered a cash commercial linkage contribution of \$3,117,051 to be allocated towards childcare and/or affordable housing in and around the Metro Core area.

The applicant will also be required to provide new public art on site at an estimated value of \$725,904 or make a cash contribution to the City for off-site public art in the approximate amount of \$580,723 (80%).

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 450 West Georgia Street and 712-732 Richards Street for a 23-storey commercial office building and conclude that a slight reduction in the building height and density are required to comply with Council's adopted View Cones policy. The staff recommendations, draft CD-1 Bylaw and conditions in Appendix B reflect these changes. Otherwise the application is consistent with the *Rezoning Policy for the Central Business District and CBD Shoulder*. If approved, the project will contribute to increasing job space and to advancing the City's economic development objectives.

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.

* * * * *

**450 West Georgia Street and 712-735 Richards Street
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 ().

Uses

3. Subject to approval by Council of 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 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) Institutional Uses;
 - (c) Office Uses;
 - (d) Retail Uses;
 - (e) Service Uses; and
 - (f) Accessory Uses customarily ancillary to any use permitted in this section.

Floor Area and Density

- 4.1 Computation of floor space ratio must assume that the site consists of 2,229.7 m² being the site size at the time of the application for the rezoning evidenced by this By-law, prior to dedications.
- 4.2 The floor space ratio must not exceed 15.3.
- 4.3 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.
- 4.4 Computation of floor area must exclude:

- (a) patios or roof gardens only if the Director of Planning first approves the design of sunroofs and wall; and
 - (b) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment 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 exclusion for a parking space must not exceed 7.3 m in length.
- 4.5 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board:
- (a) amenity areas, except that the exclusion must not exceed, in aggregate, 10% of the permitted floor area; and
 - (b) unenclosed outdoor areas underneath the building overhangs, at grade level, except that such areas must remain unenclosed for the life of the building.
- 4.6 The use of floor area excluded under sections 4.4 and 4.5 must not include any use other than what which justified the exclusion.

Building Height

5. The building height, measured above the base surface, must not exceed 87.2 m, except that no part of the development shall protrude into the approved view cones, as set out in the City of Vancouver View Protection Guidelines.

Zoning and Development By-law

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

* * * * *

**450 West Georgia Street and 712-735 Richards Street
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 Wing T. Leung Architects Ltd., received on December 23, 2019 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 Design development for a more responsive contextual relationship by shaping the building form to achieve a satisfactory transition to the surrounding neighborhood and optimizing performance to ensure appropriate micro climatic conditions at grade.

Note to Applicant: Please see concerns expressed from the Urban Design Panel on the proximity of the adjacent towers, and the tight proximity of the construction to the east of this building. Consideration should be given to the effect of wind tunneling in this narrow space with provision of a study at the development permit stage. The applicant could explore shaping the building, adjusting setbacks, or increasing the northeast setback or southeast recess to improve the narrowness of the adjacency. The applicant may provide alternate measures to satisfy the above accompanied by a design rationale, which adequately addresses all concerns raised in the Urban Design Panel and staff review.

- 1.2 Design development to the building to ensure that no portion whatsoever of the occupied building shall encroach into any view cone affecting the site with all non-habitable elements to be consistent with view cone policy requirements.

Note to Applicant: The proposed building encroaches into view cone number 9.1. Please note exceptions to view cone policy are limited in scope to a narrow set of circumstances in limited locations dictated by policy, or to items such as temporary structures, minor visually transparent appurtenances, and removable non-habitable floor space encompassed in their entirety by the view cone shadow. This will require an approximate reduction of the original proposed building height by 2.97m (10ft).

- 1.3 Design development to refine the architectural expression, visual variety and material treatment of the proposal in a consistent rigorous design language as follows:

- (a) Improve the building façade's key points of transition, use of shadows and horizontal channels to provide further depth/interest to the façade;
 - (b) Simplify the buildings overall massing and rendition of elements;
 - (c) Improve how the building transitions to and interfaces with the ground plane in its articulation of the recessed planes;
 - (d) Maintain the use of high-quality materials implied to achieve the level of high quality detailing necessary to accomplish and construct the proposed design aesthetic in its final iteration; and,
 - (e) Examine further strategies for techniques to improve sustainability and green building performance (e.g. fenestration type, solar shading devices and green roof technologies).
- 1.4 Design development to the ground floor level lobby areas with improved integration of the public realm to make them more spacious, accessible, and welcoming to the public.
- 1.5 Design development to the at-grade landscaping and public realm interface with provision of all details necessary to confirm a lively public realm and consideration of the below:
- (a) Improve the definition and articulation of the entrance on Georgia Street as the dominant ceremonial point of entry. The Richards Street entrance to be designed as the critical public gathering space point of entry. Both entrances to satisfactorily address the public realm with architectural features and fenestration patterns that emphasize an appropriate scale strengthening the connection between spaces while simultaneously providing an inviting point of entry.

Note to Applicant: Entries at grade may be strengthened by use of lighting, materiality, colour, texture, projecting canopies, entry recesses or wayfinding cues.
 - (b) Improve the frontage and building interface to ensure activation, materiality and the celebration of the civic quality to provide an enhanced pedestrian experience examining the solidity, deepness, and lightness to the building face as it transitions to the public realm;
 - (c) Improve transparency at the street level to allow for further visibility into the retail/POPS spaces pedestrian interest via the expression of frontages;
 - (d) Provide additional more organic planters and landscaping on the ground to further soften the public realm;
 - (e) Provide means to create a more coordinated fluid pedestrian realm developing the strategies for the street furniture, bollards, benches, pedestrian-scale lighting, bike racks, guard rails, decorative grilles, planters etc.; and

- (f) Explore means to enhance the overall outdoor surface treatment so as to be high quality, visually interesting and cohesive throughout; and,

Note to Applicant: Special attention is needed at the material transition from public realm to the private property edge.

- (g) Consideration of increased retail street activation by increasing the size and/or numbers of entries as appropriate and by utilization of other mechanisms;

1.6 Ensure a minimum 24 m (80 ft.) tower separation from the L'Hermitage tower building.

1.7 Design development to provide universally accessible connections for pedestrians, the less abled and people using wheelchairs, to all common open space areas throughout the site, at grade and in particular to improve public accessibility on Georgia and Richards Streets.

1.8 Provision of a conceptual lighting strategy and outdoor lighting drawings to appropriately frame the building in an important ceremonial street ensuring appropriate lighting levels while minimizing glare for nearby buildings.

1.9 Ensure all statutory right-of-ways (SRWs), setbacks, stepbacks, form of development considerations, information, documents and general requirements governing the subject site are provided in accordance with agreed requirements, and consistently reflected in all drawings.

1.10 Design development to maximize amenity access and usability of roof-tops for outdoor enjoyment, urban agriculture, and extensive green roofs, etc.

Note to Applicant: See Urban Design Panel minutes for commentary on the roof deck accessibility and depth of the amenity space. Panel members also expressed concern with the minimal contribution to the greenery of the city.

1.11 Design development to confirm integration of all rooftop mechanical equipment, including elevator override service volumes, photovoltaic panels, window-washing infrastructure, cell tower, antennae elements or any other service equipment within the proposed mechanical enclosure and to ensure service equipment does not protrude into the public view cone beyond the allowable height.

Note to Applicant: The roof should remain uncluttered, as proposed, with all equipment being housed in the appurtenances. Where possible, enclosures should be of non-opaque materials and contribute to the overall architecture of the building.

1.12 Design development to incorporate continuous weather protection at grade throughout that is integrated with the building design, demountable and effectively provides pedestrian comfort with particular improvement required on Richards Street.

1.13 Identification on the architectural and landscape drawings any built features intended to create a bird friendly design.

Note to Applicant: Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at <http://former.vancouver.ca/>.

1.14 Design development to respond to CPTED principles, having particular regards for:

- (a) Defensibility and reducing opportunities for loitering;
- (b) Theft in the underground parking;
- (c) Provision Crime Prevention through Environmental Design (CPTED) performance requirements in the provided lighting strategy;
- (d) Break and enter;
- (e) Mail theft; and,
- (f) Mitigate alcoves and vandalism opportunities, such as graffiti.

Note to Applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings.

Sustainability

- 1.15 Identification on the plans and elevations of any built elements contributing to the building's sustainability performance and explore further strategies to improve green building performance and identify significant thermal bridges and their resolution on design drawings;
- 1.16 Explore additional strategies to improve green building performance and identify any significant thermal bridges and their resolution on design drawings.
- 1.17 All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (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. Requirements 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—Process and Requirements* (amended April 28, 2017 or later).

Landscape Design

- 1.18 Show City-supplied building grades on Architectural and Landscape plans.
- 1.19 Follow the "Ceremonial Street" Streetscape Design Guidelines.
- 1.20 Landscape drawings to:

- (a) Remove soil cells from City property. Use engineered soil if there is no access to good native soil for street trees.
 - (b) Confirm the impact of new sidewalks on existing streets trees to determine if street trees can remain or need to be replaced.
 - (c) Use standard street tree surrounds on Richards Street.
 - (d) Provide all standard street tree notes.
- 1.21 Provision of a detailed Landscape Plan illustrating soft and hard landscaping.
- Note to applicant: The plans should be at 1/8": 1 ft. scale minimum. The plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the Plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.
- 1.22 Provision of detailed architectural and landscape cross sections (minimum 1/4" inch scale) through common open spaces, semi-private patio areas and the public realm.
- Note to applicant: the sections should illustrate, the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms.
- 1.23 Provision of a Tree Management Plan.
- 1.24 Coordination for the provision of new street trees or any proposed City owned tree removals adjacent to the development site, where applicable.
- Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Engineering Services (Streets Design Branch) at 604-871-6131 to confirm tree planting locations and Park Board at 3-1-1 for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion.*"

Engineering

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

Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.

For more information: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>

- 1.26 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that 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.
- 1.27 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.
- 1.28 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 your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. 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.
- 1.29 Provision of generous and continuous weather protection on both frontages.
- 1.30 Provision of a finalized Transportation Assessment and Management Study (TAMS), to the satisfaction of the General Manager of Engineering Services including the following updates:
 - (a) Commentary on changes to the development plan as part of the development permit application, as well as any required analysis.
 - (b) Review of the parking and loading design considering vehicle and truck turning movements and show vehicle turning swaths considering:
 - (i) Largest anticipated design vehicles and loading vehicles.
 - (ii) Additional maneuvering diagrams to confirm two-way flow has been achieved at the bottom of the main parkade ramp.
 - (iii) Additional loading maneuvering diagrams that demonstrate functional maneuvering for the required loading spaces.
 - (c) Review of the separated bicycle access ramp design to confirm two-way bike flow is provided the full length of the ramp.

Note to Applicant: For more information, please refer to the current TAMS Consultant Design Guidelines.

- 1.31 Provision of a finalized Transportation Demand Management (TDM) Plan to the

satisfaction of the General Manager of Engineering Services.

Note to Applicant: Provide TDM Plan as a separate package with complete information on TDM measures proposed including the appropriate worksheets. The following additional information and clarification:

- (a) ACT-01 – Additional Class A bicycle parking
 - (i) Identify the number and location of the additional Class A bicycle parking on plans. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.
- (b) ACT-02 – Improved Access to Class A bicycle Parking
 - (i) Provision of concept design for excellent design of lighting, finishes, grades, convenience.
 - (ii) Provision of operational and design specifications for automated bicycle parking (if applicable).
 - (iii) Identify the number and location of the Class A bicycle parking provided above grade on plans, as well as note the access route to reach the Class A bicycle parking from the outside.

Note to applicant: In order to earn points for this TDM Measure, two-way bike flow is to be provided the full length of the bicycle ramp. Engineering Services seeks a transportation consultant to analyze the width of the ramp to determine if additional width is required.

- (c) 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:
 - A description of the amenities to be provided,
 - A means of providing access to all residents, commercial tenants, and the public (if applicable), and
 - 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.
- (d) COM-01 – Car Share Spaces
 - (i) Identify/note/dimension car share spaces on plans.
 - (ii) Spaces to be located with convenient, public access at-grade, or on the first level of parking.

Note to applicant: To earn points for this TDM Measure COM-01 - Car Share Spaces to be provided above and beyond COM-02 requirements proposed. Engineering calculates 15 car share spaces are required to earn 8 points.

- (e) COM-02 – Car Share Vehicles and Spaces
 - (i) Identify/note/dimension car share spaces on plans.

- (ii) Spaces to be located with convenient, public access at-grade, or on the first level of parking.
 - (iii) 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.
 - (f) SUP-01 – Transportation Marketing Services
 - (i) Provision of a description of the services to be provided.
 - (ii) If available, provision of any additional information regarding this measure (e.g., online signup portals or additional marketing materials) that demonstrates how the property owner will offer this service.
 - (g) SUP-02 – Real-Time Information
 - (i) Identify the general locations for proposed displays on plans.
 - (ii) Provide description of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed, and service provider.
 - (h) SUP-03 – Multimodal Wayfinding Signage
 - (i) Identify the general locations for proposed displays on plans.
 - (ii) Provide conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.
- 1.32 Provision of end-of-trip facilities as per By-law. 9 water closets, 7 wash basins, 9 showers, and 308 clothing lockers (50% full sized) are required.
- 1.33 Provision of parking, loading, bicycle, passenger loading spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-law, except that:
- (a) Engineering can support a reduction of one of the four required Class B loading bays, with provision of two additional Class A loading bays in lieu, for a total of three Class B loading bays and seven Class A loading bays
- Note to Applicant: Proposed reductions may be considered at the Development Permit stage with acceptable Loading Analysis and a Loading Management.
- 1.34 Design development to improve access and design of bicycle parking and comply with the Bicycle Parking Design Supplement.
- (a) Provision of automatic door openers on the doors providing access to the bicycle storage rooms.
 - (b) Provision of design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances.
- Note to Applicant: Racks must be usable for all ages and abilities. Minimum 1.5 m aisle width to be measured from the stacking system in the open position.
- (c) Show the Class B bicycle spaces and required clearances and dimensions.

- 1.35 Design development to improve access and design of loading spaces and comply with the Parking and Loading Design Supplement.
- (a) Provision of double throats for the Class B loading spaces to facilitate maneuvering to/from both directions. Updated turn tracks to be provided.
 - (b) Provision of additional loading bay width and required load throats for the second and subsequent loading spaces.
 - (c) Provision of convenient, internal, stair-free loading access to/from all site uses.
 - (d) Provide a clear unloading area or raised rear dock, minimum 1.8 m wide, with suitable access to facilitate goods loading /unloading.
- 1.36 Design development to improve the parkade layout and access design and comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including the following:
- (a) Provision of improved two-way flow for vehicles on the ramp and in the parking areas, the following to be addressed:
 - (i) Additional width is required at the bottom of the main ramp for improved two-way flow.
 - (b) Provision of minimum 6.6 m maneuvering aisle widths or provide additional stall widths throughout parking levels.
 - (c) Provision of 2.9 m stall width for shared vehicle parking spaces except for the first Class A passenger space, which must be a minimum of 4m, provision of 2.9 m width for all other Class A passenger spaces.
- Note to Applicant: The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:
- (d) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided.
 - (e) All types of parking and loading spaces individually numbered, and labelled on the drawings.
 - (f) Dimension of column encroachments into parking stalls.
 - (g) Show all columns in the parking layouts.
 - (h) Dimensions for typical parking spaces.
 - (i) Dimensions of additional setbacks for parking spaces due to columns and walls
 - (j) Dimensions of manoeuvre aisles and the drive aisles at the parkade entrance and all gates.
 - (k) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions.

- (l) Section drawings showing elevations and minimum vertical clearances for the bicycle ramp.
 - (m) Areas of minimum vertical clearances labelled on parking levels.
 - (n) 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.
 - (o) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable.
 - (p) Existing street furniture including bus stops, benches etc. to be shown on plans.
 - (q) The location of all poles and guy wires to be shown on the site plan.
 - (r) Details for end of trip facilities and clothing lockers to be provided.
- 1.37 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.”

Rainwater Management

- 1.38 Provision of an updated Rainwater Management Plan (RWMP) submitted with the development permit application which includes the following:
- (a) Provide justifications for not prioritizing the Tier 1 practice of Rainwater Harvesting and Reuse.
 - (b) Exploration into grading hardscapes into adjacent (or lower level) landscaping as referenced in the report but not detailed in a site plan. Coordination with the landscape architect, soil storage capacities and a grading plan will be required to support this proposal.
 - (c) Provide an updated site map detailing how rainwater will be directed or retained in each area. Include the following:
 - (d)
 - (i) All routing of rainwater throughout the site.
 - (ii) Area of the underground parking structure.
 - (iii) Area and depth of landscaping to support the claim of absorbent landscaping as a rainwater capture method.
 - (iv) Summary table of the catchment areas.
 - (e) Calculation of the detention tank volume to equal the greater of either the pre-development peak flow storage volume or the amount of the 24 mm rainfall not captured in Tier 1 and Tier 2 practices.

- 1.39 Provision of a draft final RWMP prior to DP issuance. 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.

Note to Applicant: The applicant is requested to schedule a meeting with IWM Branch prior to moving forward with the RWMP and resubmission with the DP application. To schedule the meeting, contact rainwater@vancouver.ca.

- 1.40 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 prior to the issuance of any building permit.

Note to Applicant: A legal agreement related to Rainwater Management will be required prior to issuance of a Development Permit.

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, Urban Design, and Sustainability, and the General Manager of Engineering Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

- 2.1 Consolidation of Lot C (Explanatory Plan 9303) and Lots 1 to 5, All of Block 55, DL 541, Plan 210 to create a single parcel.
- 2.2 Release of Easement and Indemnity Agreement 452058M (commercial crossing) prior to building occupancy.

Note to Applicant: Arrangements are to be secured prior to zoning enactment, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition.

- 2.3 Provision of a 5.5 m offset distance measured from the back of the existing curb for widened sidewalks along West Georgia Street and Richards 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 encumbrance such as vents, structure, stairs, planter walls, benches, bicycle parking, and plantings at grade (and is to accommodate the underground parking structure within the SRW agreement).
- 2.4 Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are 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 including the following:

- (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 sq. m 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 would include but not be limited to a Section 219 Covenant and statutory right-of-way, subject to additional details being formalized through detailed design.

2.5 Subject to the acceptance of the finalized TDM Plan, entry into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of two-way Shared Vehicle(s) and the provision and maintenance of Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

- (a) Provide two-way Shared Vehicle(s) to the development for a minimum period of 3 years;
- (b) Enter into an agreement with a two-way Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
- (c) Provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
- (d) Make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
- (e) Provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and
- (f) Registration 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) Provide a letter of intent from a two-way 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.

Note to Applicant: Quantity of car share vehicles and spaces to be determined at the time the TDM Plan is close to being finalized. Applicant has submitted two potential versions of the TDM Plan.

2.6 Subject to the acceptance of an approved TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which:

- (a) Secures provision of funding towards long-term TDM monitoring fund in the amount of \$2 per square metre of gross floor office area;
- (b) Secures the provision of TDM measures on the site;
- (c) Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and
- (d) Agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.

2.7 Provision of a Services Agreement to detail the on- and off-site works and services necessary or incidental to the servicing of the Rezoning 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 all to the satisfaction of the General Manager of Engineering Services. No development permit for the Rezoning Site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit, as security for the Services, is provided.

The timing for the delivery of the Services, in respect of each phase of the development of the Rezoning Site, shall be determined by the General Manager of Engineering Services at his sole discretion and holds shall be placed on such permits as the General Manager of Engineering Services deems necessary in his sole discretion. Except as explicitly provided in Conditions 2.8(a) and 2.8(b) the Services are not excess and/or extended services and the applicant is not entitled to a Latecomer Agreement.

(a) Provision of adequate water service to meet the fire flow demands of the project.

- (i) Based on the confirmed Fire Underwriter’s Survey Required Fire Flows and domestic flows submitted by R.F. Binnie & Associates Ltd. dated 12 December, 2019, no water main upgrades are required to service the development.

Note to applicant: The main servicing the proposed development is 200mm along Richards Street. Should the development require water service connections larger than 200mm, the developer shall upsize the existing main on Richards Street from Robson Street to W Georgia St. The developer is responsible for 100% of the cost of the upgrading.

Note to applicant: Should the development’s Fire Underwriter’s Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project. Implementation of development at 450 W Georgia St requires the following in order to improve sanitary sewer flow conditions.

Off-site Servicing Upgrade:

- Upsize 65m of 450mm SAN main to 600mm on Mainland St from 1132 Hamilton St (MH__FJD3BL) 1168 Hamilton St (MH__FN64HX).
- Upsize 45m of 450mm SAN main to 750mm on Mainland St from 1168 Hamilton St (MH__FN64HX) to Davie St (MH__FNKEB7).
- Upsize 165m of 450mm SAN main to 750mm on Hamilton St from Davie St (MH__FJCYOE) to Drake St (MH__FJCYOM).

The lengths and diameters of these improvements are approximate and subject to detailed design by Developer's Engineer.

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.

Developer's Engineer to submit design brief, calculations and/or model, and design drawings to the City. All submittals including Issued for Construction (IFC) drawings are required to be reviewed and accepted by the City Engineer prior to building permit issuance.

Development to be serviced to the 200 mm sanitary and 250 mm storm sewers in the L/W Homer St.

Note to applicant: 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.

- (c) Provision of street improvements along West Georgia Street adjacent to the site and appropriate transitions including the following:

- (i) Front boulevard and sidewalk that follows the City's "Ceremonial Street" streetscape treatment;
- (ii) Curb ramps;
- (iii) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current COV standards and IESNA recommendation;
- (iv) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards;
- (v) Adjustment to all existing infrastructure to accommodate the proposed street improvements.

Note to applicant: Provision of a lighting simulation is required.

- (d) Provision of street improvements along Richards Street adjacent to the site and appropriate transitions including the following:
- (i) 1.22 m (4 ft.) wide exposed aggregate boulevard with street trees where space permits;
 - (ii) Minimum 3.05 m (10 ft.) wide broom finish saw-cut concrete sidewalk;
 - (iii) Hard-surface treatment between the sidewalk and the building;
 - (iv) Curb ramps;
 - (v) Upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and IESNA recommendation;
 - (vi) Removal of the existing driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards;
 - (vii) Relocation of the existing above ground utility kiosk to outside of the future sidewalk;
 - (viii) Adjustment to all existing infrastructure to accommodate the proposed street improvements

Note to applicant: Provision of a lighting simulation is required.

Note to applicant: Richards Street contains elements of Green Rainwater Infrastructure (GRI) that require protection from construction activities.

- (e) Provision of improvements at the intersection of Richards Street and West Georgia Street including:
- (i) APS (accessible pedestrian signal), and associated enabling works and adjustments to all existing infrastructure to accommodate the proposed street improvements (including any replacement or modification of related traffic signal equipment).

Note to applicant: Provision of a lighting simulation is required.

- (f) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to applicant: as-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

- (g) Provision of reconstruction of lane adjacent to the development site as per City "Higher Zoned Laneway" specification with center valley. Relocate existing catch basins or install new catch basins as necessary to ensure all lane runoff is directed into the catch basins.
- (h) Provision of a new standard concrete lane crossing, new lane returns and lane ramps (on both sides of the lane) at the lane crossing on West Georgia Street.

Note to Applicant: All utility cuts on W Georgia Street and Richards Street to be restored to City "Industrial, Arterial and Bus Routes" specification and utility cuts on the lane to be restored to City "Higher Zoned Streets/Lanes" specification.

Note to Applicant: The existing wood pole in lane conflicts with access. Arrangements to the satisfaction of the General Manager of Engineering Services and the appropriate public utility companies for pole relocation are required, if the (driveway, loading bay, walkway, etc.) cannot be relocated.

- (i) Provision for the installation of parking regulatory signage on streets adjacent to the site to the satisfaction of the General Manager of Engineering Services.
 - (j) Provision of street trees where space permits. 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 ft. long and 18" deep, centre on each street tree adjacent to the sidewalk and any off street bike facility.
- 2.8 Provision of \$30,000 cash payment for a sanitary sewer flow monitoring study prior to enactment. The results of the study will confirm the requirement for sewer upgrades based upon the studies findings;
- a) If flow monitoring shows that the existing service is at capacity, upgrades are required prior to occupancy, for which the applicant may be entitled to enter into a Latecomer Agreement on terms and conditions as the General Manager of Engineering determines at his sole discretion.
 - b) If the flow monitoring shows that the existing service has capacity, a payment is required prior to issuance of a Development Permit to offset the site's flow to support sewer infrastructure upgrades for future neighbourhood growth and will not be included within a Latecomer Agreement.
- 2.9 Provision of one or more Latecomer Agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following works, which constitute excess and/or extended services:

- a) Sewer upgrades as described in condition 2.7 (b)

Note to applicant: The benefiting area for these works is under review and dependent on a required flow monitoring study, the results of which will assist in determining the extent of the benefiting area.

- b) Provision of improvements at the intersection of Richards St and W Georgia St as described in condition 2.7(e)

Note to applicant: The benefiting area for these works is 475, 501 and 555 W. Georgia St

- 2.10 Engineering Services will require all utility services to be underground for this “conditional” development. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. The applicant shall provide written confirmation from BC Hydro that all required electrical plant is provided for on-site.

This proposed development is adjacent to existing BC Hydro electrical works. The applicant shall submit a surveyed clearance drawing to BC Hydro showing all BC Hydro plant and dimensioned clearances from the plant to the development. The applicant shall provide written confirmation from BC Hydro that all required clearances from BC Hydro plant have been satisfied. See BULLETIN 2015-002-EL - Clearances from Existing BC Hydro High Voltage Overhead Conductors and Transformers for more information (<https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf>).

Note to Applicant: Submission of a Key Plan to the City for review and approval prior to submission of any third party utility drawings. The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan (<https://vancouver.ca/files/cov/2015-002-clearances-from-the-existing-bc-hydro-high-voltage-overhead-conductors-and-transformers.pdf>). All third party service lines to the development shall be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc. The review of third party utility service drawings will not be initiated until the Key Plan is defined.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

Sustainability

- 2.11 The applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services that requires the future owner of the building to report energy use data, on an aggregated basis, for the building as a whole and certain common areas and building systems. Such an agreement 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.

Public Art

- 2.12 Execute an agreement satisfactory to the Directors of Legal Services and Cultural 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 previously mentioned officials; and provide development details to the satisfaction of the Public Art Program Manager.

Note to Applicant: Contact Erik Frederickson, Public Art Program Manager at 604-871-8282 to discuss your application.

Commercial Linkage Contribution

- 2.13 Pay to the City a contribution of \$3,117,051 to be allocated toward childcare facilities and/or affordable housing in and around the Metro Core area, 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.

Non-stratification Covenant

- 2.14 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.

Environmental Contamination

- 2.15 If applicable:
- (a) Submit a site profile to the Environmental Services (Environmental Protection);
 - (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, the General Manager of Engineering Services and the Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this 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.

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.

* * * * *

450 West Georgia Street 712-732 Richards Street
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 11879

Amend Schedule A (CD-1 Zoning Districts regulated by Part 9) by adding the following:

“450 West Georgia Street and 712-736 Richards Street [CD-1 #] [By-law #] DD”

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

Amend Schedule A (Activity Zone) by adding the following:

“[CD-1#]	[By-law #]	450 West Georgia Street and 712-732 Richards Street”
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450 West Georgia Street and 712-732 Richards Street
ADVISORY PANEL REVIEW

1. Urban Design Panel

The Urban Design Panel (UDP) reviewed this rezoning application on June 17, 2020. A complete set of minutes can be found at (<https://vancouver.ca/your-government/urban-design-panel.aspx>). The application was supported with recommendations.

EVALUATION: Support with Recommendations (8/1)

Introduction: Rezoning Planner, Leifka Vissers, introduced this project. Carl Stanford, Development Planner, sought advice from the Panel with the questions below.

1. Please comment on the articulation of the buildings massing, the transition of character (crown body, podium) to the streetscape, the contribution to the general skyline, its sustainable design and the architectural expression (encompassing the colour, reflectivity, shape, proportions, fenestration etc.) of the proposal.
2. Please comment on the contextual fit of the proposal with regard to its relationships and impact to the neighboring buildings as well as the aesthetic and environmental conditions of the interstitial spaces created.
3. Please comment on the quality of the public realm and whether it creates a fluid accessible pedestrian environment that is attractive, sheltered, and inviting in a pedestrian scale contiguous with adjacent developments and further comment on the at grade interface with its definition of entry points?

The applicant provided introductory comments.

Panel's consensus on key aspects needing improvement:

Having reviewed the project it was moved by Mr. Davies and seconded by Mr. Franc that it was the decision of the Urban Design Panel:

THAT the Panel **SUPPORTS** the project with the following recommendations to be reviewed by City Staff:

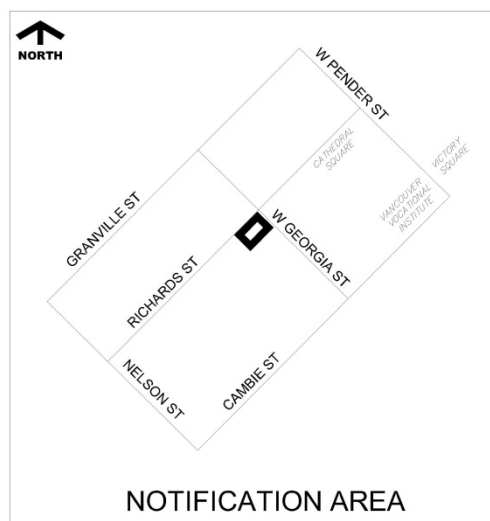
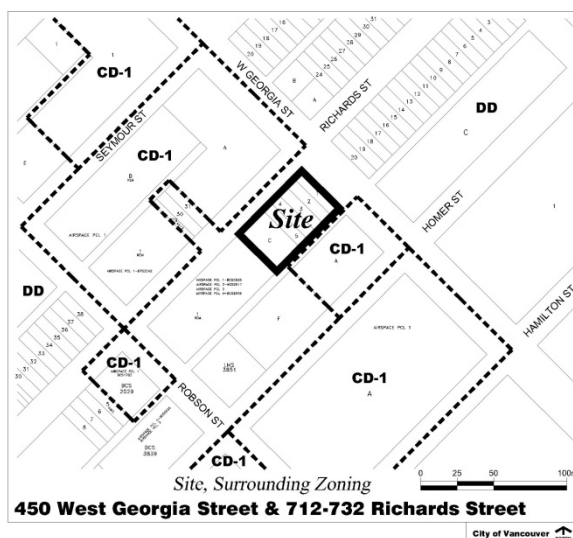
- Further develop the definition of the lobby and the public realm on W Georgia St.
- Explore simplifying the massing of the building.
- Explore ways to improve accessibility on Richards St.
- Design development to further consider solar shading design in particular creating a stronger contrast on the north elevation.
- Further consideration to the setback of the central circulation core, to facilitate increasing improved setbacks particularly to the side of the northern aperture.

* * * * *

450 West Georgia Street and 712-732 Richards Street PUBLIC CONSULTATION SUMMARY

Public Notification

A rezoning information sign was installed on the site on February 19th, 2020. Approximately 7,215 notification postcards were distributed within the neighbouring area on or about March 16, 2020. Notification and application information, as well as an online comment form, was provided on the Shape Your City Vancouver website (<https://shapeyourcity.ca/>) and listed on the Rezoning Centre webpage (vancouver.ca/rezapps). The original open house date for this application was postponed in March due to COVID. An additional approximate 7,215 notification postcards were mailed and the site sign revised on or about June 12, 2020.



Virtual Open House

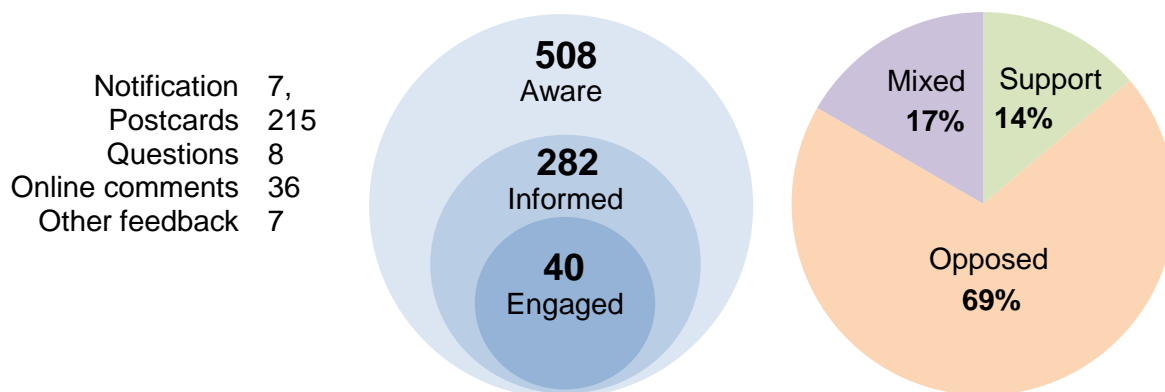
A virtual open house was held for three weeks from June 15, 2020 to July 5, 2020 on the City's new digital engagement platform, *shapeyourcity.ca*. A three-week open question period on the application webpage on the Shape Your City Vancouver website has replaced in-person open houses, which are on hold due to COVID-19.

The Shape Your City platform has enabled staff to capture public awareness, knowledge, and engagement levels in new ways throughout the rezoning application process, as follows:

- **Questions:** Questions submitted by the public are received during the virtual open house period. Responses are posted publicly on the application webpage and are viewable both during and after the virtual open house.
- **Comment Form:** Comment forms are available online throughout the rezoning process. Members of the public submit comments that are sent directly to the rezoning planner. Comments are not posted publicly and are qualitatively summarized below, consistent with previous practice.

- **Support/Opposed/Mixed:** Members of the public are asked about their overall position about the application as part of the comment form. They can select whether they support, oppose, or have mixed thoughts. This is an optional question.
- **Levels of Engagement:** The Shape Your City platform allows staff to capture more nuanced levels of engagement associated with the rezoning application.
 - *Aware:* The number of unique visitors to the application webpage and have viewed only one page.
 - *Informed:* These are visitors who viewed documents, or the video/photo gallery associated with the application. *Informed* is a subset of *aware*.
 - *Engaged:* These visitors submitted a comment form, asked a question, or emailed or phoned staff about the application. *Engaged* is a subset of *informed* and *aware*.

Public Response and Comments – Staff received 508 unique visitors to the application webpage (aware), with 282 reviewing multiple documents or media (informed). A total of 40 responses were received for the application (engaged) either as comments or questions. Of the 39 respondents who selected their overall position on the application, 14% were in support, 69% were opposed, and another 17% had mixed thoughts about the application*. Seven other pieces of feedback, either through phone, letters, or direct emails with the planner, were received.



* This is an optional question and may not directly reflect the qualitative feedback received below.

Public Response

Below is a summary of feedback received from the public by topic and ordered by frequency**.

Generally, comments of support fell within the following areas:

- **Building height, density, and massing:** The increase in density and height would be appropriate, especially since the location is in Downtown.
- **General support:** The project received overall support.

Generally, comments of concern fell within the following areas:

- **Building design:** The proposed building design is unappealing and would not reflect the character of the area.
- **Building height, density, and massing:** The height of the proposed development is too tall as it would impact views and sunlight of surrounding residential buildings. Some respondents also noted that the height would negatively impact the city's skyline. Other respondents cited that the development should have more height variation to create a more interesting skyline.
- **Noise disturbance:** The construction of this development could cause disturbance and negatively impact the mental well-being of residents who are working from home during the Coronavirus pandemic.
- **Traffic:** The project would result in more traffic congestion and safety issues due to construction and increased density in the area.
- **Property value:** The project would negatively impact property values of neighbouring buildings.
- **Bike lane and safety:** The proposed bike ramp on the Richard Street bikeway and the ramp entrance would pose safety concerns for pedestrians. Respondents would like to see better interaction between the development and the bikeway.

The following are other comments received from the public but were not as frequently occurring as the above topics.

General comments of support:

- The building design is aesthetically pleasing to this block on West Georgia Street

General comments of concern:

- The setback of the project would be too close to neighbouring buildings along West Georgia Street.

Neutral comments/suggestions/recommendations:

- More variation in height and form for this project would create a more interesting skyline.
- The number of proposed office space and its size would not be necessary due to increasing work from home situations.
- Improvements would be needed for better lane activation and public realm.

** Submitted comments may each include statements of support, concern, or neutral or general statements. Staff's analysis emphasizes a qualitative approach. Some duplication of responses may result where respondents chose to provide feedback using different mediums (comment form, email to the planner, petition, etc.).

* * * * *

Architectural floor plan of the second floor of a building. The plan shows a large central 'OFFICE SPACE' (15,431 SF GROSS) with a grid of columns and various room divisions. Key areas include a 'RECEPTION' area, a 'RESTROOM' area, a 'KITCHEN' area, and a 'STORAGE' area. The plan is oriented with North at the top. Dimensions are provided for various sections and overall building dimensions. The plan is labeled 'SECOND FLOOR' and '15,431 SF GROSS'.

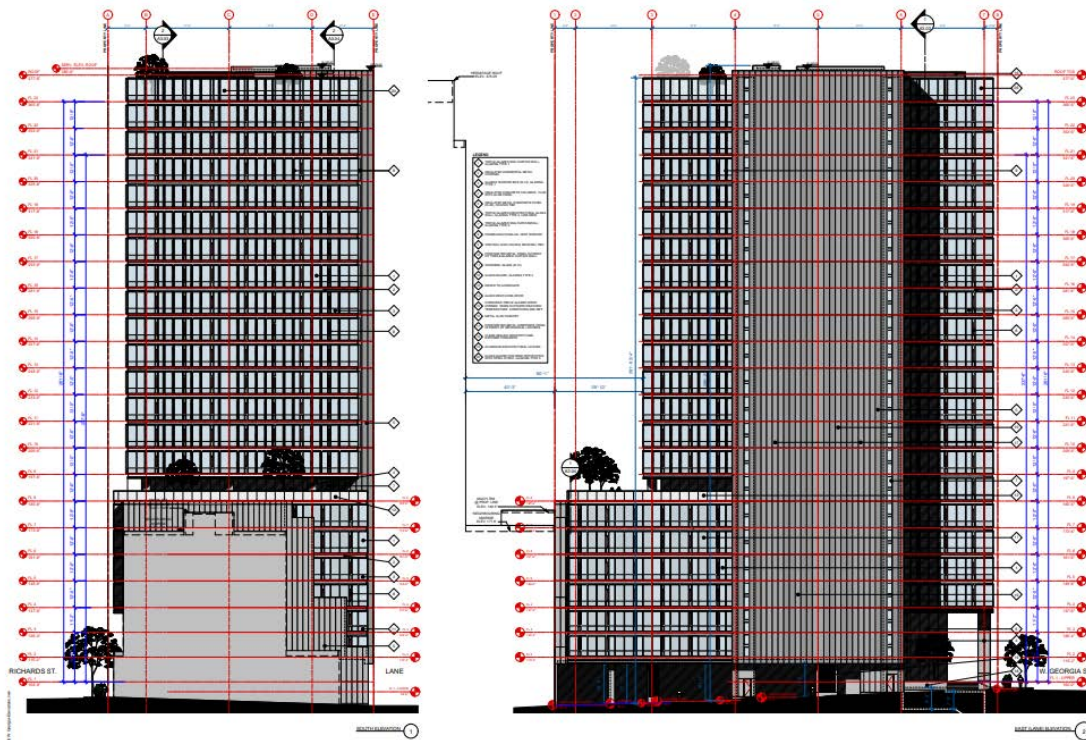
View Looking South and West towards Proposal



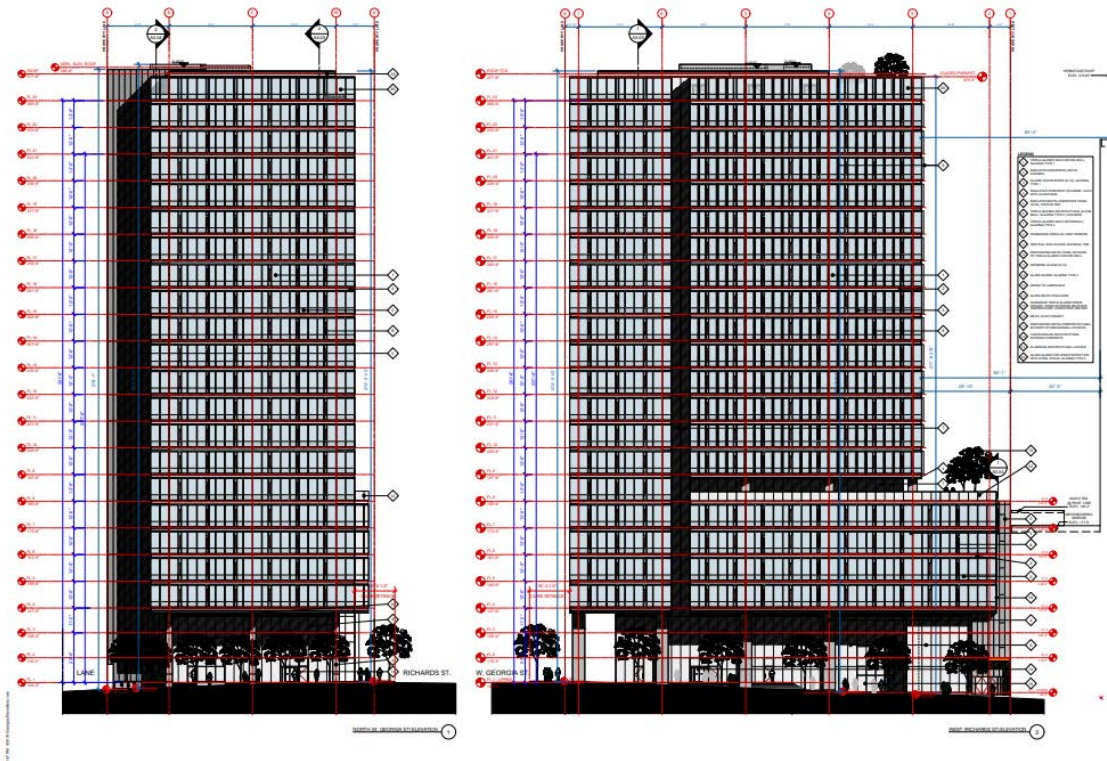
West Georgia Streetscape



South and East Elevations



North and West Elevations



* * * * *

**450 West Georgia Street and 712-732 Richards Street
PUBLIC BENEFITS SUMMARY**

Project Summary

To construct a 23-storey commercial office building.

Public Benefit Summary

The project would add employment space in the Central Business District, 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	DD	CD-1
Floor Space Ratio (FSR)	7.0	15.3
Buildable Floor Space	15,607.9 m ²	34,060.0 m ²

Summary of Development Contributions Expected Under Proposed Zoning

City-wide DCL ¹	\$5,576,984
City-wide Utilities DCL ¹	\$1,926,774
Public Art ²	\$725,904
Commercial Linkage Contribution	\$3,117,051
TOTAL	\$11,346,713

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

¹ Based on rates 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 2014; rates are subject to adjustments, see [Public Art Policy and Procedures for Rezoned Developments](#) for details.

450 West Georgia Street and 712-732 Richards Street
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Applicant/Owner	Austeville Properties Ltd. Inc.
Architect	Wing T. Leung Architects
Address 450 West Georgia Street	Property Identifiers (PID): 004-993-985, 004-994-001 Legal Description: Lots 1 to 2 Block 55 District Lot 541 Plan 210
Address 712 Richards Street	Property Identifiers (PID): 004-994-124, 004-994-141 Legal Description: Lots 3 to 4 Block 55 District Lot 541 Plan 210
Address 722 Richards Street	Property Identifiers (PID): 010-909-117 Legal Description: Lot 5 Block 55 District Lot 541 Plan 210
Address 724/736 Richards Street	Property Identifier (PID): 004-992-954 Legal Description: Lot C (Exploratory Plan 9303) Block 55 District Lot 541 Plan 210
Site Area	2,229.7 sq. m

Development Statistics

	Permitted Under Existing Zoning	Proposed Development	Recommended Development
Zoning District	• DD	• CD-1	
Land Use	• Commercial	• Commercial	
Floor Area	• 15,607.9 sq. m	• 34,902.8 sq. m	34,060.0 sq. m
Maximum FSR	• 7.0	• 15.65	• 15.3
Maximum Height	• 91.4 m	• 87.2 m	
Parking Spaces	• 310	• 273	• As per Parking Bylaw
Loading Spaces	• 3 Class A • 5 Class B	• 5 Class A • 2 Class B	• As per Parking Bylaw

Bicycle Spaces	<ul style="list-style-type: none">• 206	<ul style="list-style-type: none">• 230	<ul style="list-style-type: none">• As per Parking Bylaw
Natural Assets	<ul style="list-style-type: none">• Currently 12 street trees on site	<ul style="list-style-type: none">• 10 street trees• 8 trees on podium level• 5 trees on rooftop amenity	

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