CITY OF VANCOUVER

REFERRAL REPORT

Report Date:	January 6, 2026
Contact:	Bryan Wong
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RTS No.:	18370
VanRIMS No.:	08-2000-20
Meeting Date:	January 20, 2026

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 1405 Main Street and 1510 Quebec Street

RECOMMENDATION TO REFER

THAT the rezoning application and plans, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

RECOMMENDATIONS FOR PUBLIC HEARING

A. THAT the application by the General Manager of Real Estate Services, on behalf of the City of Vancouver, the registered owner of the lands located at 1510 Quebec Street and 1405 Main Street [*Lots 1 and 2 District Lot 2037 Plan 15505; PIDs 007-654-014 and 007-654-065 respectively*] to rezone the lands from FC-1 (Commercial) District to CD-1 (Comprehensive Development) District, to increase the maximum floor space ratio (FSR) from 5.0 to 10.6 and the maximum building height from 22.9 m (75 ft.) to 129.5 m (425 ft.) and 79.8 m (262 ft.) with additional height for the portion with rooftop amenity, to permit the development of a mixed-use development with 42-storey (sub-area A) and 25-storey (sub-area B) buildings connected by a six-storey podium, with 780 rental units, and commercial space on the ground floor, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared for the Public Hearing in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by Archeology Architecture, received March 17, 2025;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.

C. THAT subject to approval in principle of the CD-1 By-law, a consequential amendment to the Southeast False Creek Official Development Plan to increase the maximum permitted floor area limits for both the entire Southeast False Creek area and for Area 3C, to establish a floor space ratio maximum for 1405 Main Street and 1510 Quebec Street, and to establish a maximum allowable height for 1405 Main Street and 1510 Quebec Street, generally as set out in Appendix C, also be approved in principle.

D. THAT subject to approval in principle of the CD-1 By-law, Council also approve in principle the application to amend the Sign By-law to establish regulations for the CD-1, generally as set out in Appendix C.

E. THAT subject to approval in principle of the CD-1 By-law, Council also approve in principle the amendment to the Noise Control By-law to include the CD-1, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment the amendment to the Noise Control By-law, the Sign By-law and the Southeast False Creek Official Development Plan at the time of enactment of the CD-1 By-law.

F. THAT Recommendations A to E 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, and 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.

Purpose and Executive Summary

This report evaluates an application to rezone the site at 1405 Main Street and 1510 Quebec Street from FC-1 (Commercial) District to CD-1 (Comprehensive Development) District. The proposal is for a mixed-use development with 42- (west tower) and 25-storey (east tower) buildings connected by a six-storey podium, with 780 market rental units, and commercial space on the ground floor.

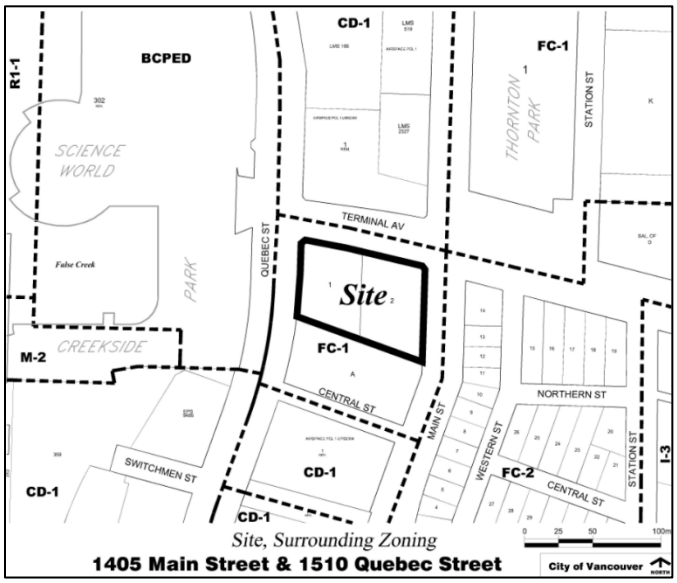
The application meets the intent of the applicable regulations and policies as it proposes to add residential rental units on City-owned land. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle subject to conditions contained in Appendix B.

Context and Background

1. Site and Context

The subject site is comprised of two legal parcels located on the south side of Terminal Avenue, between Quebec and Main Streets (see Figure 1).

Figure 1: Site and Surrounding Zoning



The site is currently a surface parking lot and the surrounding area is characterized by a mix of development including Pacific Central Station, BC Place/Expo District, Olympic Village, and the new St. Paul's Hospital, under construction. The area is undergoing significant change, with buildings approved or under construction for up to 25 storeys along Main Street and up to 18 storeys along 2nd Avenue.

2. Policy Context

- **Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy:** Approved in 2024, this policy pilots a new approach towards delivering rental housing on up to five City-owned sites. Proposed developments will be secured as 100% rental tenure for the residential portion of the building, advancing the implementation of Council's Middle Income Housing Initiative. Rezonings considered under this policy are exempt from payments and/or provision of amenities pursuant to the City's *Community Amenity Contributions Policy for Rezonings*, as these projects are expected to provide long-term, broad-based public benefits through generation of non-tax revenues. These ongoing revenue streams may be utilized by Council, through its financial and capital planning processes, to advance City priorities.

- **Transit-Oriented Areas (TOA) Designation By-law and Transit-Oriented Areas (TOA) Rezoning Policy**: To align with provincial legislation, Council adopted a by-law and rezoning policy that establishes heights and densities for developments within Transit-Oriented Areas (TOAs). This site is within Tier One of the TOA legislation. The application is being assessed under the *Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy*, which does not specify a maximum height or density.

- **Southeast False Creek Official Development Plan (SEFC ODP)**: The site is located in Area 3C of the Rail Yard neighbourhood of the SEFC ODP. The SEFC ODP identifies the area between Main Street and Quebec Street as an opportunity for tower forms to provide a transition between SEFC and the higher building forms of City Gate to the north of Terminal Avenue. The proposed commercial uses along the ground floors adjacent to Main Street are consistent with the plan.

- **Rezoning Policy for Sustainable Large Developments**: Adopted in 2018, amended up to 2025, the policy is applicable to proposals that contain 45,000 sq. m (484,375 sq. ft.) of new development floor area. The intent is to apply best practices and meet targets in the following areas: Sustainable Site Design, Sustainable Food Systems, Green Mobility, Potable Water Management, Groundwater Management, Zero Waste Planning, and Affordable Housing. The proposal generally meets the intent of the policy aside from the affordable housing provision of the policy, noting that the housing policy contained in the *Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy* supersedes the housing provisions of this policy.

- **Housing Needs Report:** The Vancouver Charter requires that when Council amends or adopts an affordable and special needs housing zoning by-law, also known as inclusionary zoning, Council must consider the most recent housing needs report, and the housing information on which it is based. The most recent housing needs report amendment was received on January 1, 2025.

Discussion

1. Proposal

The proposal is for a mixed-use development with 42- (west tower) and 25-storey (east tower) buildings connected by a six-storey podium, with 780 rental units, and commercial space on the ground floor. Indoor and outdoor rooftop amenity space is proposed atop of the podium and the towers. The proposed building height is 129.5 m (425 ft.) (west tower) and 79.8 m (262 ft.) (east tower) and the floor space ratio (FSR) is 10.6. Parking spaces, loading spaces, and bicycle spaces are proposed in two levels of underground parking, accessed from the lane.

Figure 2: Proposed Building Looking Southeast

2. Form of Development

The *Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy* does not direct urban design performance expectations**.** In the effort to maximize the amount of future non-tax revenue for the City, this application proposes a form of development that is larger in form-of-development than what existing area-based rezoning policies and typical urban design

practices would expect. The following chart summarizes the urban design performance of the proposal against the applicable area rezoning policies and standard practices, and outlines the outcomes of the non-conformities. Detailed elaboration on these outcomes can be found in Appendix E.

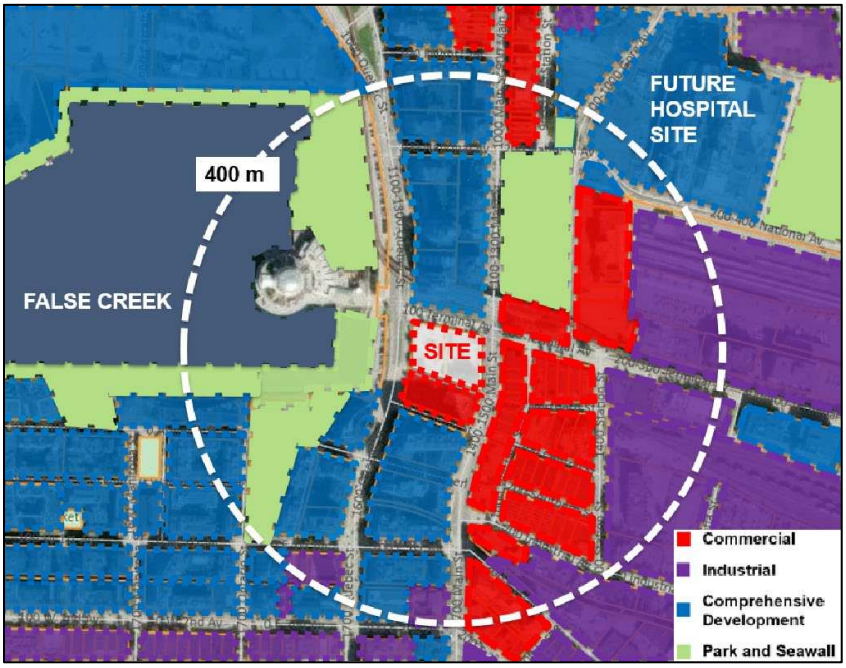
Figure 3: Urban Design Analysis Summary

Issue	Policy	Proposal	Urban Design Impacts	Outcomes
Density	3.5 FSR (SEFC ODP) 5.5 FSR (TOA)	10.6 FSR	Massing bulk Contextual fit	Proposed increase in height and density, with large tower floor plate sizes, result in a bulkier building mass inconsistent with the SEFC ODP, encroaching into view cones, and significantly increasing shadow impact on surrounding public open spaces The proposed building massing diminishes pedestrian-scale experience along the street and significantly increases shadow impact on surrounding public realm
Height	21 storeys/ 64.0 m (210 ft.) (SEFC ODP)	42 storeys/ 129.5 m (425 ft.)	Massing and bulk Encroachment into view cone Shadow impact on adjacent parks Contextual fit	
View Cones	View Cone 22 (Main Street) View Cone 3.2.4 (Queen Elizabeth Park)		Partial blockage of public view of north shore mountains	
Tower floor plate size	6,500 sq. ft. to 8,000 sq. ft.	West Tower: 10,000 sq. ft. East Tower: 8,000 sq. ft.	Massing bulk Solar access for surrounding properties and public realm Increased sense of spatial enclosure on the public realm, and reduction of slot views through the site	
Shadowing		Shadowing on Creekside Park and Thornton Park	Increased shadowing on public open space	
Pedestrian Connections	Mid-block connection expected	No mid-block connection	Mid-block pedestrian connection ends at lane	Although a mid-block connection is not provided as per the SEFC ODP, the mid-block connection is anticipated through the redevelopment of the site located due south While the lane must continue to function as a service route, it should also be designed as an inviting, publicly accessible, at-grade public realm that

				functions to participate in the enhancement of public space. See Rezoning Condition 1.2 in Appendix B
Livability	Bulk storage Indoor and outdoor amenity	In-suite bulk storage for all units Amenity spaces located on roof tops of podium and towers	In general, a high level of livability for dwelling units proposed Concerns of privacy and overlook between uses at rooftops	Maintain in-suite bulk storage for all units to ensure high-level of livability Rezoning Condition 1.3 in Appendix B: Design development to improve the livability, privacy and overlook between uses for dwelling units adjacent to common areas

Site Context: In the analysis of this staff also note that this site is located in a unique context that conflicts with the general spirit of Transit-Oriented Area policy. As per TOA policy, higher densities and building heights should be permitted within a 400 m radius of a major transit station. The graphic below shows the types of properties available within 400 m. As shown, a large proportion of these properties preclude residential densification. They are instead park space, public seawall, a body of water (False Creek), Industrially-zoned land, a major hospital, and Science World.

The relatively low proportion of residential densification opportunities in the spirit of Transit-Oriented planning principles is a strong consideration that informs staff's recommendation to approve this application, and alongside the objective to increase non-tax revenue for the City, forms part of the justification to allow a substantially higher density on this site.



- **Urban Design Panel (UDP):** The UDP reviewed this application on July 16, 2025 and supported the proposal with recommendations as follows:
    - Further expression of the mid-block connection as part of public realm enhancement;
    - Consider further exploration of the top of the towers in relation to its significance at the landmark terminus to Terminal Avenue;
    - Consider moving the massing closer to the lane while respecting 80 feet separation to break down the visual coming from tower to the ground level;
    - Further integration of sustainability requirements, including large site requirements; and
    - Consider reducing shadow impact on the park in relation to tower placement and plate size.

Refer to the full Panel's meeting minutes. Staff have included rezoning conditions summarised above in Appendix B to respond to the panel's recommendations.

- **Natural Assets:** The Urban Forest Strategy and the Protection of Trees By-law were used to evaluate the proposal. Twenty-three on-site trees and nine street trees are proposed for removal. Approximately 169 new on-site and street trees are proposed. See Appendix B for landscape and tree conditions.

Conclusion: Staff have reviewed the site-specific conditions and conclude that the proposed design substantially exceeds the built form anticipated under the SEFC ODP and applicable urban design policies and guidelines. Given the extent of proposed additional height and density, there will be a corresponding set of negative urban design impacts, in comparison to a design that conformed to the Transit-Oriented Area or SEFC ODP policies. These impacts are listed, for Council's consideration, as summarized in Figure 3 and elaborated in Appendix E.

Notwithstanding the negative urban design impacts resulting from the additional height and density, staff do recommend that Council consider the application subject to some design refinement, as outlined in the design conditions and recommendations in Appendix B.

Refer to the rezoning application booklet for drawings and the Council agenda for application renderings. Note that these drawings and statistics are posted as-submitted by the applicant to the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

3. Housing

The *Housing Vancouver Strategy* seeks to deliver a range of housing tenures across the housing continuum. This application, if approved, would add 780 rental units to the City's inventory of rental housing, which would contribute to the targets set out in the *Housing Vancouver Strategy* (see Figure 4).

Figure 4: Progress towards 10 Year Housing Vancouver Targets (2024-2033) for Purpose-Built Rental Housing as of September 30, 2025

Housing Type	Category	10-Year Targets[1, 2]	Units Approved Towards Targets[3]
Purpose-Built Rental Housing Units[3]	Market Rental	30,000	12,299 (41%)
	Developer-Owned Below Market Rental	5,500	2,046 (37%)
	Total	35,500	14,345 (40%)

1. New 10-year targets were adopted in 2024, with tracking starting from January 1st, 2024.
2. Previous targets established in 2017 included 20,000 purpose-built rental, market and below-market combined, with tracking starting in 2017. As of December 31st, 2023, 87% of the previous targets had been reached.
3. Unit numbers exclude the units in this proposal, pending Council's approval of this application.

Vacancy Rates – Vancouver has exhibited historically low vacancy rates in the last 30 years. In 2024, the purpose-built apartment vacancy rate was 1.6% in Vancouver. The vacancy rate (based on Canada Mortgage and Housing Corporation (CMHC) Market Rental Survey) for the South Granville/Oak area, which this site is located, is 1.0%. A vacancy rate of between 3% and 5% is considered to represent a balanced market.

Housing Mix – The *Family Room: Housing Mix Policy for Rezoning Projects* policy requires a minimum of 35% family units. This application proposes 36.2% family units in a mix of two-bedroom and three-bedroom units, thereby exceeding the policy. These units must be designed in accordance with the *High-Density Housing for Families with Children Guidelines*. The application as proposed is consistent with the policy and a provision is included in the CD-1 By-law to meet the minimum unit mix requirements.

Average Rents and Income Thresholds – Average market rents in newer rental buildings on the eastside are shown in the left hand columns in Figure 5. The market rental housing will provide options which are significantly more affordable than average home ownership costs as illustrated in Figure 5.

Figure 5: Market Rents in Newer Eastside Buildings, Costs of Ownership and Household Income Served

		Newer Rental Buildings - Eastside		Monthly Costs of Ownership for Median-Priced Apartment – Eastside (with 20% down payment)		
Unit	Proposed Average Unit Size (sq. ft.)	Average Market Rent[1]	Average Household Income Served[3]	Monthly Costs of Ownership[2]	Average Household Income Served[3]	Down-Payment at 20%
Studio	425	$1,879	$75,160	$2,200	$88,000	$79,550
1-bed	502	$2,194	$87,760	$2,885	$115,400	$108,000
2-bed	786	$2,880	$115,200	$3,809	$152,360	$141,300
3-bed	873	$3,815	$152,600	$5,565	$222,600	$213,000

[1] Data from the October 2024 CMHC Rental Market Survey for apartments in purpose-built rental buildings completed in the year 2015 or later on the Eastside of Vancouver.

[2] Based on the following assumptions: median of all BC Assessment apartment sales prices in Vancouver Eastside in 2021 by unit type, 20% down-payment, 5% mortgage rate (in-line with Bank of Canada conventional rate), 25-year amortization, $150-$250 monthly strata fees and monthly property taxes at $2.92 per $1,000 of assessed value (2020 assessments and property tax rate).

[3] Incomes are estimated based on rents or monthly ownership costs at 30% of income.

Security of Tenure – Purpose-built rental housing offers secure rental tenure. All 780 units in the proposal would be secured through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. Covenants will be registered on title to prohibit the stratification and/or separate sale of individual units.

Rent increases during each tenancy are capped at the Residential Tenancy Act annual allowable rental increase. Conditions related to securing the rental use of the units are contained in Appendix B.

Tenants – As the existing property is a surface parking lot, there are no tenants on site.

4. Transportation and Parking

Parking, loading, bicycle and passenger loading spaces are finalized at the time of development permit per the Parking By-law.

5. Public Input

Public input primarily included mailed postcards, three site signs, a webpage with a digital model, an online comment form, and a question and answer (Q&A) period. Refer to the application webpage: www.shapeyourcity.ca/1405-main-st-and-1510-quebec-st.

In total, approximately 54 submissions were received. Comments supported the new rental housing, the transit-oriented development, and urban revitalization. Concerns included excessive height, affordability, and that the project would cause overburdened infrastructure.

Refer to Appendix D for a full summary of the public input collected and responses to public comments.

6. Public Benefits

Refer to Appendix F for full summary of public benefits.

- **Development Cost Levies (DCLs):** Based on rates in effect as of December 10, 2025, it is expected that the project will pay DCLs of $33,966,600.

- **Community Amenity Contributions (CAC):** Under the *Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy*, the application is exempt from payments and/or provisions of amenities pursuant to the City's *Community Amenity Contributions Policy for Rezonings*.

- **Public Art:** The public art contribution is estimated to be $1,323,847 based on the current (2016) rate.

- **Other Benefits:**

  - 780 market rental units, secured for the greater of 60 years and the life of the building; and

  - consistent with the *Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy*, this development will, subject to economic conditions, provide long-term, broad-based public benefits through generation of non-tax revenues.

Financial Implications

This project is expected to provide 780 rental units, DCLs as well as a public art contribution. Subject to economic conditions, the development of this project is expected to provide long-term, broad-based public benefits through generation of non-tax revenues for the City. See Appendix F for additional details.

Conclusion

The proposed land use, form of development and public benefits is consistent with the *Rental Housing on City-Owned Lands – Public Benefits Pilot Rezoning Policy*. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle of the CD-1 by-law in Appendix A subject to conditions contained in Appendix B.

* * * * *

APPENDIX A
1405 MAIN STREET AND 1510 QUEBEC STREET
PROPOSED CD-1 BY-LAW PROVISIONS

Note: A by-law to rezone an area to CD-1 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 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.*]

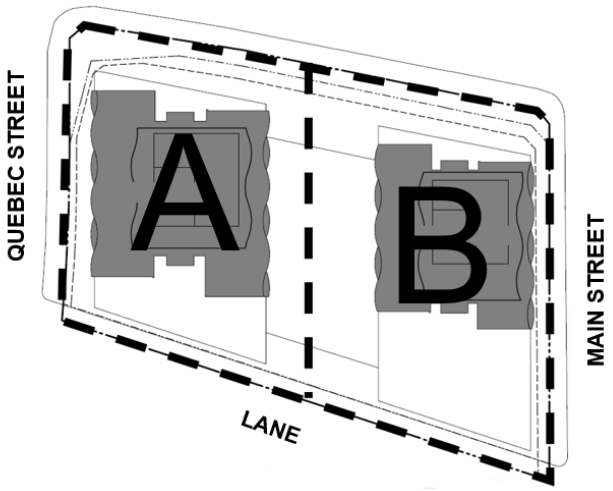
Designation of CD-1 District

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

Sub-areas

3. The site is to consist of 2 sub-areas generally as illustrated in Figure 1, solely for the purposes of establishing the maximum permitted building height for each sub-area.

Figure 1: Sub-areas



Uses

4. Subject to approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted in this CD-1 and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

   (a) Cultural and Recreational Uses;

   (b) Dwelling Uses, limited to Mixed-Use Residential Building;

   (c) Institutional Uses;

   (d) Live-Work Use;

   (e) Office Uses;

   (f) Retail Uses;

   (g) Service Uses;

   (h) Utility and Communication Uses; and

   (i) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

5.1 The design and layout of at least 35% of the total number of dwelling units must:

   (a) be suitable for family housing; and

   (b) have 2 or more bedrooms.

5.2 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:

   (a) display of flowers, plants, fruits and vegetables in combination with a permitted use;

   (b) farmers' market;

   (c) neighbourhood public house;

   (d) public bike share;

   (e) restaurant; and

   (f) retail – limited food service,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this by-law.

Floor Area and Density

6.1 Computation of floor area must assume that the site area is 5,860.0 m^2, being the site area at the time of the application for the rezoning evidenced by this by-law, prior to any dedications.

6.2 The maximum floor space ratio for all uses combined is 10.6.

6.3 The total floor area for commercial uses must be a minimum of 1,250.0 m^2.

6.4 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building, and includes bulk storage at or above base surface.

6.5 Computation of floor area must exclude:

(a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that:

(i) the total area of these exclusions must not exceed 12% of the permitted floor area, and

(ii) the balconies must not be enclosed for the life of the building;

(b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;

(c) floors or portions thereof that are used for:

(i) off-street parking and loading located at or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length;

(ii) bicycle storage; and

(iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;

(d) entries, porches and verandahs if the Director of Planning first approves the design; and

(e) all storage area below base surface.

6.6 The Director of Planning or Development Permit Board may exclude from the computation of floor area:

(a) common amenity areas, to a maximum of 10% of the total permitted floor area; and

(b) additional floor area for balconies, decks, and any other appurtenances if the Director of Planning considers the impact on bulk, privacy, and overlook,

if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council policies and guidelines.

Building Height

7.1 Building height in each sub-area must not exceed the permitted height for that sub-area, as set out in Table 1.

7.2 Despite section 7.1 of this by-law and building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of Planning considers similar to the foregoing, to exceed the maximum building height.

Table 1: Permitted Building Height

Sub-area	Building Height
A	129.5 m
B	79.8 m

Access to Natural Light

8.1 Each habitable room must have at least 1 window on an exterior wall of a building.

8.2 For the purposes of section 8.1 above, habitable room means any room except a bathroom or a kitchen.

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APPENDIX B
1405 MAIN STREET AND 1510 QUEBEC 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 approved by Council will be contained in its decision. Applicants are advised to consult the hearing minutes for any changes or additions to these conditions.

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 Archeology Architecture, received on March 17, 2025.

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 or Development Permit Board who shall have particular regard to the following:

Urban Design

1.1 Design development to further refine the bulk and massing of upper-storey tower massing.

Note to Applicant: Given that this proposal will stand significantly taller in the vicinity, it will be very noticeable from many vantage points in the city. The intent of this condition is for the tallest building elements to be further shaped and articulated to achieve a visually slimmer profile, to strengthen the overall architectural expression, and to mitigate impacts on adjacent open spaces and the public realm. Satisfying this condition may result in a reduction of floor area. This refinement should also strengthen the following objectives:

(a) Establish a benchmark for architectural creativity and excellence;

(b) Contribute to the beauty and visual power of the city's skyline;

(c) Minimize perceived bulk and the impact on the openness-to-sky;

(d) Enhance solar access to the public realm; and

(e) Minimize the shadow impact on the surrounding public realm.

1.2 Design development to improve the public realm along the lane, including:

(a) Enhance wayfinding and pedestrian connections; and

(b) Improve lane design and materials to reinforce its role as an extension of the mid-block pedestrian network to Main Street and Quebec Street.

Note to Applicant: While the lane must continue to function as a service route, without continuation of the mid-block pedestrian connection, the lane must also be designed as an inviting, publicly accessible, at-grade public realm that functions as an extension of the mid-block pedestrian connection.

1.3 Design development to improve the livability of dwelling units, including:

(a) Maintain in-suite bulk storage in all family dwelling units; and

(b) Ensuring adequate privacy and limiting overlook between units and adjacent uses.

Note to Applicant: Proposed in-suite bulk storage provides ease and convenience for future residents and adds to the high level of livability of each dwelling unit, especially for family dwellings. In addition, the dwelling units adjacent to outdoor amenity spaces presents challenges for privacy and overlook. Design measures should maintain a balance between privacy, daylight access, and natural ventilation to uphold livability standards. Also see Housing Condition 1.11(b).

Park Board

1.4 Design development to minimize shadowing of Thornton Park and Creekside Park between 10 am and 4 pm on the Fall Equinox.

Note to Applicant: Refer to Urban Design condition 1.1 for direction on how to reduce shadowing from that shown in Detailed Shadow Analysis for Fall Equinox.

Landscape

1.5 Design development to enhance the public realm interface resulting in a richer pedestrian experience, including:

(a) Terminal Avenue: Frontage improvements to retain the intent of the "linear park" concept through design development by extending it on-site including trees and shrub/groundcover planting, public seating and special paving treatments;

Note to Applicant: Refer to Engineering condition 2.4(e).

(b) Main Street: Design development to include public seating with the proposed frontage improvements; and

(c) Laneway: Design development to further enhance the laneway. This should include vertical plantings at building columns, special paving and/or façade treatments. Provide trees at lane ensuring growing conditions include adequate soil volume and overhead clearance to support long term viability and growth and sustained tree health.

Note to Applicant: Intent of this condition is to address Urban Design Panel comments regarding missing mid-block pedestrian route from the SEFC ODP and laneway enhancement.

1.6 Provision of detailed Landscape Plan drawings with Development Permit submission illustrating soft and hard landscaping, including podiums and rooftops.
Note to Applicant: The plans should meet the following requirements:

(a) Scale: Minimum 1/8 inch = 1 foot;

(b) Plant List: Must include common and botanical names, sizes, and quantities of all existing and proposed plants;

(c) Illustration: Clearly show all plant material on the plan and link it to the Plant List;

(d) Scope: Outline public realm details up to the curb, including:

(i) Existing and proposed street trees;

(ii) Walkways, surface materials and grading (slopes, spot elevations, building grades, FFE);

(iii) PMT/Vista transformers; and

(iv) Public utilities (lamp posts, hydro poles, fire hydrants).

1.7 Provision of detailed architectural and landscape cross sections through any common open spaces, rooftop areas, semi-private patio areas and planters and from building face to roadway at all property lines.

Note to Applicant: The sections should meet the following requirements:

(a) Scale: Minimum 1/4 inch = 1 foot;

(b) Illustration: Clearly outline:

(i) Slab design and location;

(ii) Soil profile;

(iii) Tree root ball and canopy; and

(iv) Associated landscaping;

(c) For Private Patios & Amenity Areas, illustrate and dimension:

(i) Planters on slab (with inside dimensions);

(ii) Soil depth and root ball;

(iii) Retaining walls, steps and spot elevations;

(iv) All patios; and

(v) Adjacent building elements (e.g., residential units, amenity rooms).

Park Board Urban Forestry

1.8 Provision of an updated arborist report and tree management plan:

(a) City 1 is not a good long term retention candidate. Removal is supportable contingent on the collection of tree value. Contact PBDevelopment.trees@vancouver.ca to initiate the removal process;

(b) City 7-15, City 21 and 22 are approved for removal. Tree replacement values will apply; and

(c) City 16-18 are approved for removal. Tree values will not apply.

1.9 Provision of an updated landscape plan:

(a) An increased front boulevard width along Main Street; and

(b) Proposed boulevard tree species:

(i) Quebec Street: Acer freemanii;

(ii) Terminal Avenue: Acer truncatum ‘Pacific Sunset’; and

(iii) Main Street: Nyssa sylvatica Red Rage.

Housing

1.10 The proposed unit mix, including 75 studio units (9.6%), 423 one-bedroom units (54.2%), and 197 two-bedroom units (25.3%), and 85 three-bedroom units (10.9%) is to be included in the Development Permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35% of the rental units, designed to be suitable for families with children.

1.11 The development should be designed in accordance with the High-Density Housing for Families with Children Guidelines, including the provision of:

(a) An outdoor amenity area to include areas suitable for a range of children’s play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (Section 3.3.2, 3.4.3);

(b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (Section 4.4.2);

(c) A multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children’s play area to enable parental supervision from the amenity room (Section 3.7.3); and

(d) A balcony for each unit with 1.8 by 2.7 m minimum dimensions (Section 4.3.2).

Note to Applicant: The guidelines prescribe a set of performance criteria for common indoor and outdoor amenity spaces to sufficiently contribute towards livability. If a ratio of minimum 2.0 sq.m (21.5 sq. ft.) per dwelling unit for outdoor amenity space, and at least 1.4 sq.m. (15 sq. ft.) per unit for indoor amenity space, is provided, staff will consider those performance criteria to have been met.

Note to Applicant: Bulk storage should be designed in accordance with the *Bulk Storage and In-suite Storage – Multiple Dwelling Residential Developments Bulletin*.

Sustainability

1.12 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (amended November 27, 2024) located here: https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf.

Note to Applicant: Refer to the most recent bulletin for *Green Buildings Policy for Rezonings – Process and Requirements.*

Sustainable Food Systems

1.13 Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the *Rezoning Policy for Sustainable Large Developments*.

Note to Applicant: The application has proposed the development to provide edible landscaping, urban agriculture space, and a third food asset in collaboration with staff. The Applicant is encouraged to discuss revisions with Social Policy staff (foodpolicy@vancouver.ca) prior to development permit submission.

1.14 Design development to include sufficient allocation of edible landscaping throughout the site consistent with the City's *Sustainable Large Developments Administrative Bulletin* and *Urban Agriculture Guidelines for the Private Realm*.

Note to Applicant: The application notes at least 7% (or 188 sq. m) of landscaping to be edible to be dispersed throughout the site. At Development Permit stage, the Applicant is expected to provide the following once the edible landscaping plan has been confirmed:

(a) Drawings indicating "comprehensive edible landscape design efforts" in alignment with the Sustainable Large Developments Administrative Bulletin;

(b) A table outlining the total edible landscape area as subtotal of total landscape area; and

(c) A plant list of the specific plants proper for edible landscaping.

1.15 Design development to include urban agriculture space and support facilities consistent with the City's Sustainable Large Developments Administrative Bulletin and Urban Agriculture Guidelines for the Private Realm, or any other applicable policy at the time of

development permit, including criteria related to siting and access, and the number, size and design of the plots.

Note to Applicant: The application notes the project will provide 128 sq. m of urban agricultural space, which represents approximately 300% more space than the minimum expected area.

Staff are amenable to a plot allocation model or a shared garden model which could enable greater participation (similar to the "James" development on West 1st Avenue). A shared garden model could involve larger beds and utilize pavers or stepping stones to navigate, provided 10-20% of agriculture space still be provided in the form of accessible planters (see *Accessible Community Garden Guidelines*).

1.16 At development permit stage:

(a) Confirm that 10-20% of plots will incorporate enhanced accessibility features to accommodate gardeners who have limited mobility;

(b) Provide drawings indicating the site can accommodate the agricultural plots and support facilities in alignment with the above Bulletin and Guidelines; and

(c) Prepare a solar study demonstrating that agricultural areas receive adequate solar exposure for growing vegetables (e.g., approximately six hours of sunlight in the summer). The Applicant should confirm that shadowing from south of the project will not impact solar access.

1.17 Provide a third food asset.

Note to Applicant: The scale of the urban agriculture greatly exceeds what is expected, provided a shadow study can demonstrate adequate sunlight for vegetable growing. As such, Staff could consider this as two food assets provided additional modifications are made to bolster its impact (e.g., the Applicant could enter into a community use agreement (CUA) that could enable an operator to program some of the space).

Alternatively, Staff are open to collaborating with the Applicant on a suitable alternative on-site or off-site food asset.

Engineering

1.18 Provision of a Construction Management Plan directly to Translink (MRN@translink.ca) with a copy of the correspondence provided to the City of Vancouver a minimum 8 weeks prior to the start of any construction activity.

Note to Applicant: The City of Vancouver and Translink have authority over construction works carried out on a City Street that is designated as part of the Major Road Network (MRN). This development site has been identified as being adjacent the MRN, as defined under the South Coast British Columbia Transportation Authority Act (https://www.translink.ca/plans-and-projects/projects/roads-bridges-and-goods-movement) on one or more frontages. Potential impacts to the road network due to site specific construction activity must be reviewed and approved for all sites proposing street use outside of currently regulated zone limitations.

1.19 Provision of the Traffic Management Plan and Construction Schedule, to the satisfaction of the General Manager of Engineering Services (GMES), to coordinate between the City's deconstruction of the Expo Deck structure and the subject development's construction activities, prior to the issuance of the Building Permit.

Note to Applicant: The City-owned concrete deck structure known as the Expo Deck is scheduled for decommissioning and deconstruction in the near future. This condition applies if construction of the subject development begins before, and continues during, the City's deconstruction of the Expo Deck structure, to ensure safe and efficient integration of construction operations and traffic management within the public right-of-way.

1.20 Provision of a memorandum, signed and sealed by a Professional Engineer licensed to practice in the Province of British Columbia, confirming that the proposed development is set back a sufficient distance from the Expo Deck structure to ensure that its structural integrity will not be adversely affected by construction-related activities, to the satisfaction of the General Manager of Engineering Services, prior to the issuance of the Development Permit.

Note to Applicant: This condition applies if construction of the subject development begins before the Expo Deck structure has been fully removed. If the Professional Engineer cannot confirm that the development will not affect the structural integrity of the Expo Deck, then a structural monitoring plan for the Expo Deck structure will be required during construction of the subject development, as referenced in condition 1.21, below.

1.21 Provision and implementation of a structural monitoring plan for the Expo Deck structure, to the satisfaction of the General Manager of Engineering Services, during construction of the subject development, prior to issuance of the Building Permit.

Note to Applicant: This condition applies if a Professional Engineer registered in the Province of British Columbia confirms that the subject development is not set back a sufficient distance to ensure the structural integrity of the Expo Deck structure will remain unaffected during construction

1.22 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to Building Permit issuance.

Note to Applicant: 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 Occupancy Permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation

1.23 The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after Building Permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx

1.24 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.

1.25 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.

1.26 Provision of garbage and recycling storage amenity design, pursuant to Section F of the Rezoning Policy for Sustainable Large Developments, to the satisfaction of the General Manager of Engineering Services, including:

(a) Adequate space for collection bins and zero waste initiatives in buildings (F.3.1). Mandatory requirements for Zero Waste Initiatives:

(i) Solid waste storage amenity should be located at grade (ground level) and adjacent to the area where collection vehicles are allowed access to the amenity. They must be designed to ensure all waste collection day activities occur on-site, as opposed to placing bins onto City property for collection, and

Note to Applicant: If at grade amenity is not permissible, maneuvering swaths will be required at the DP stage, illustrating access to and from the proposing the garbage and waste room on Level P2.

(ii) The size of storage rooms must be in compliance with the guidelines set out in the *Garbage and Recycling Storage Amenity Design Supplement* allowing a sufficient number of carts/containers to meet the needs of every building;

(b) Occupant/Public communication and education program required (F.3.2), including minimum of three items from Occupant/Public Education and Outreach Actions list under the Sustainable Large Developments Admin Bulletin;

(c) Additional Zero Waste Actions: Recycling, Organics and Waste Collection Systems (F.3.3). Buildings must incorporate zero waste efforts beyond the provision of standard recycling bins. The applicant must show how they plan to

meet this objective by choosing and implementing as least seven initiatives from a list of 18 items under the Sustainable Large Developments Admin Bulletin; and

(d) Post Occupancy Plan Implementation Report Plan (F.3.4). The applicant must acknowledge intent to provide a Plan Implementation Report post-occupancy, with details regarding who will be responsible for submitting. Prior to Development Permit issuance the applicant must agree to the terms and conditions set out in the Solid Waste Reporting Covenant. The report is to be provided within 18 months of occupancy. The applicant may send this report to the City of Vancouver Solid Waste Services Branch at reduce.waste@vancouver.ca.

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade require written confirmation from a waste hauler that access and pick up from the location can be made without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the lane. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

https://guidelines.vancouver.ca/guidelines-garbage-recycling-storage-facility-design.pdf.

1.27 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

(a) Display of the following note(s):

(i) “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 and Major Projects and/or your Engineering, Building Site Inspector for details.”;

(ii) "Tree species, final spacing, quantity and location 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 volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion"; and

(iii) “Off-site assets are to be constructed to the satisfaction of the General Manager of Engineering Services and as per the approved City geometric

design, with the final design and location to be determined once the City geometric is received.";

Note to Applicant: Drawings submitted as part of the Development Permit application will be preliminary with appropriate placeholders, and the final off-site geometric design will be provided by the City of Vancouver. An Engineering Project Coordinator will engage the Developer to facilitate the delivery of any City design after Development Permit issuance.

(b) Existing locations of:

(i) Street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

"All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator."

(ii) Poles and guy wires;

Note to Applicant: Poles and guy wires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

(c) Deletion of:

(i) Any landscaping, raingardens, trees, public art, seating, or other proposed items which obstruct pedestrian movement through the SRW area or road dedication areas along Terminal Avenue.

Note to Applicant: All proposed public art to be located on private property.

(d) All proposed streetscape materials on City property to be City standard materials.

Note to Applicant: Surface treatment in the lane is to be standard asphalt only. Surface treatments in hardscape areas of the boulevard and plaza are to be in standard concrete only. Deviations from the standard streetscape materials must be justified in a report and approved by City prior to the Development Permit application. Encroachment agreements may be required for non-standard streetscape materials on City property.

Note to Applicant: All proposed streetscape materials on the boulevard along Quebec Street should meet the *Southeast False Creek Streetscape Design Guidelines*. The Streetscape Design Guidelines are viewable online at https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx and are to be used alongside the City's design guidelines and construction standards.

1.28 Parking, loading, bicycle, and passenger loading space quantities must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.

1.29 Provision of Loading spaces, per the Parking By-law Section 5 and the Design Supplement, including:

(a) Provision of adequate maneuvering for Class A and Class B loading spaces to be within the 3 m lane dedication.

Note to Applicant: Additional setback of the Class B spaces may be required for maneuvering with a one way 3.0 m width lane.

1.30 Provision of the following updates to the Transportation Assessment and Management Study (TAMS) including:

(a) Provision of maneuvering swaths for all vehicles to be within the 3 m lane dedication.

Note to Applicant: Design development of the accessible, Class A and Class A Passenger spaces may also be required. Assume the lane is one way and traffic flows Westbound.

1.31 Provision of the following general revisions to architectural plans, including:

(a) All types of end-of-trip facilities individually numbered, and labelled on the drawings;

(b) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions; and

(c) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

1.32 Provision of adequate maneuvering for all vehicles within the 3 m lane dedication.

Note to Applicant: Setback the Class B loading spaces into the building or provide parallel spaces depicting the maneuvering, assuming the lane is one way traffic flowing Westbound (TAMS and updated turning swaths condition for all vehicles).

Class B loading bays have 6.1 m maneuvering aisle should the southern portion of the lane not be provided at the time of construction.

1.33 Provision of a complete Hydrogeological Study, as required by the Zoning and Development By-law (Section 4.3.4), which addresses the requirements outlined in the *Groundwater Management Bulletin*, including but not limited to:

(a) Characterization and/or monitoring of soil and groundwater conditions above the proposed slab depth; and

Note to Applicant: Provide a revised hydrogeological report or addendum which includes findings from a site investigation and monitoring of groundwater conditions in any hydrostratigraphic unit that would contribute to groundwater discharge from the site.

(b) Construction-related and permanent groundwater management, including quantitative estimates (in litres per minute) of anticipated construction and permanent (post-construction) groundwater discharge rates for City approval;

Note to Applicant: Provide a revised hydrogeological report or addendum with an updated seepage analysis which includes consideration of the latest architectural design and variability in soil and/or groundwater conditions.

Note to Applicant: Every effort shall be made to prevent or limit the long-term discharge of groundwater to the sewer system.

The City shall be notified immediately of any changes that may be material to the City's review of the submitted final hydrogeological study (e.g. if the proposed excavation depth increases). Email the City at groundwater@vancouver.ca.

Construction-related discharge to the sewer must be measured and reported to the City. This monitoring must include daily average flow rates, and be submitted monthly to groundwater@vancouver.ca. A hold will be placed on the issuance of a Building Permit for excavation. To remove the hold, provide an anticipated start date for excavation, and the contact details for the professional services that have been retained to conduct this monitoring, to groundwater@vancouver.ca.

1.34 Compliance with the Zoning and Development By-law (Section 4.3.5), to the satisfaction of the General Manager of Engineering Services, by limiting groundwater discharge into the City collection system and limiting environmental impacts by incorporating:

(a) Measures to limit groundwater discharge into the City collection system;

Note to Applicant: The proposed development is within an area with poor soil conditions and sewer capacity constraints. Subject to the findings of the final hydrogeological study, the City may require that the parkade be tanked unless the applicant is able to demonstrate to the City's satisfaction that the proposed development will not negatively impact City sewers or cause off-site subsidence due to temporary and/or permanent dewatering.

(b) Measures to prevent offsite subsidence caused by dewatering; and

(c) Measures to limit or reduce environmental impacts from groundwater diversion.

Note to Applicant: Any groundwater discharges to City infrastructure must be in compliance with the City's Sewer and Watercourse Bylaw, Metro Vancouver bylaws, and all applicable Provincial and Federal legislation. A Waste Discharge Permit may be required and a City Engineer will approve an authorized rate of discharge to the sanitary sewer.

1.35 Provision a sewer abandonment plan by the Developer's Engineer that details the following:

(a) Abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the Sewer Permit.

1.36 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site shall be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.

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

1.37 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

(a) 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/engineering-design-manual.PDF; and

(b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, Telus, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the Building Permit application.

Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the City well in advanced of construction. Requests will be reviewed on a case-by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf

1.38 Show all City supplied building grades (BGs) and entranceway design elevations (DEs) on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

Note to Applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan.

Building Grade design is in the preliminary state. Finalized building grades are required prior to Development Permit application.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373.

https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx.

1.39 Provision of connection to the False Creek Neighbourhood Energy Utility (NEU) to provide low carbon thermal energy services, pursuant to the Energy Utility System By-law No. 9552 ("By-law No. 9552"), if connection is deemed feasible by the General Manager of Engineering Services.

Note to Applicant: The development is located in the False Creek Neighbourhood Energy Utility (NEU) designated service area. The Energy Utility System By-law No. 9552 ("By-law No. 9552") requires all new developments within the designated service area to connect to the City-Owned NEU for the provision of low carbon thermal energy services (i.e. space heat and hot water), if determined feasible. This will be reviewed following the submission of a full development application. As a part of this rezoning, conditions of development have been incorporated to require NEU compatibility, connection, and space required for NEU thermal distribution and energy transfer equipment. Please refer to the *Neighbourhood Energy Utility Connectivity Guidelines and Requirements* ("NEU Connectivity Guidelines & Requirements") and the By-law No. 9552 for specific design requirements, NEU levies and charges, which includes an Initial Connection Levy.

The applicant is encouraged to work closely with City staff in the early design stages on these requirements.

1.40 Compliance with design requirements, demonstrating adherence to the following provisions related to NEU compatibility, all to the satisfaction of the General Manager of Engineering Service, prior to issuance of development permit:

(a) Provide for an adequate and appropriate dedicated Energy Transfer Station (ETS) Room, located toward the Southwest corner of P1, along an exterior wall adjacent to future NEU distribution piping and free of any other equipment or obstructions, for connection to the NEU. Please refer to the NEU Connectivity Guidelines & Requirements, Section 6.1 for complete set of ETS Room requirements that must be demonstrated. Applicant must coordinate with City Staff to ensure proposed ETS Room location is acceptable;
Note to Applicant: This site will be serviced by the NEU from the SW corner of the site along the Lane. The "NES Room" located on Level 01 (as noted on A1.01

Level 01 Floor Plan) is not in a suitable location. It is not along an exterior wall for NEU service connection and is above grade. If the ETS Room cannot be located at the SW corner of P1 along the Lane, the Owner will be responsible for the cost of pipe and installation from the NEU service location to the alternate ETS Room location, as approved by the General Manager of Engineering Services. Applicant must coordinate with City Staff to ensure proposed ETS Room location is acceptable.

(b) The ETS Room must be an estimated 90 sq. m floor area (aspect ratio not narrower than 3:1 unless otherwise agreed upon with NEU staff);

Note to Applicant: The “NES Room” located on Level 01 (as noted on A1.01 Level 01 Floor Plan) is not a suitable configuration. The ETS Room size will be confirmed at Development Permit based on building capacity requirements and whether multiple ETS’ are required. Applicant must coordinate with City Staff to ensure proposed ETS Room size is acceptable.

(c) Confirm the dedicated ETS Room and its access route shall facilitate a minimum 1.83 m wide clear continuous pathway from the exterior of the development to the ETS Room, including double doorway entry (outward swing) where required, to accommodate installation of the pre-fabricated, skid-mounted ETS;

Note to Applicant: The “NES Room” located on Level 01 (as noted on A1.01 Level 01 Floor Plan) does not have a suitable access route. Typical ETS skids are approximately 4 m x 1.8 m and approximately 1,800 kg. Sufficient space along access route is required to allow installation/maneuverability of ETS skids.

(d) The building mechanical system shall utilize the NEU system for all the space heating and domestic hot water requirements for the development and must not incorporate any prohibited heat production equipment in accordance with By-law No. 9552, Section 5.2; and

(e) The building(s) heating and domestic hot water system shall be designed to be compatible with the NEU system to supply all heating and domestic hot water requirements, if deemed feasible by the General Manager of Engineering Services prior to issuance of Development Permit.

Note to Applicant: The Applicant shall refer to By-law No. 9552 and NEU Connectivity Guidelines and Requirements for specific design requirements, which include provisions related to the location of the mechanical room(s), centralization of mechanical equipment, pumping and control strategy, other hydronic heating and domestic hot water system minimum requirements, etc. The Applicant is encouraged to work closely with Staff to ensure adequate provisions for NEU compatibility are provided for in the heating and domestic hot water system design.

Note to Applicant: Prior to the issuance of Building Permit, a detailed design review of the building HVAC and mechanical heating system must be completed to ensure compliance with NEU design and technical requirements.

Refer to the NEU Connectivity Guidelines and Requirements and the By-law No. 9552 for specific design requirements, NEU levies and charges, which includes an Initial Connection Levy. In accordance with By-law No. 9552, Section 8.2 and Schedule C, the Owner must pay the Connection Levy and any costs associated with an approved alternate location for the ETS Room (if applicable) prior to issuance of Building 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, the General Manager of Planning, Urban Design and Sustainability, and the General Manager of Engineering Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

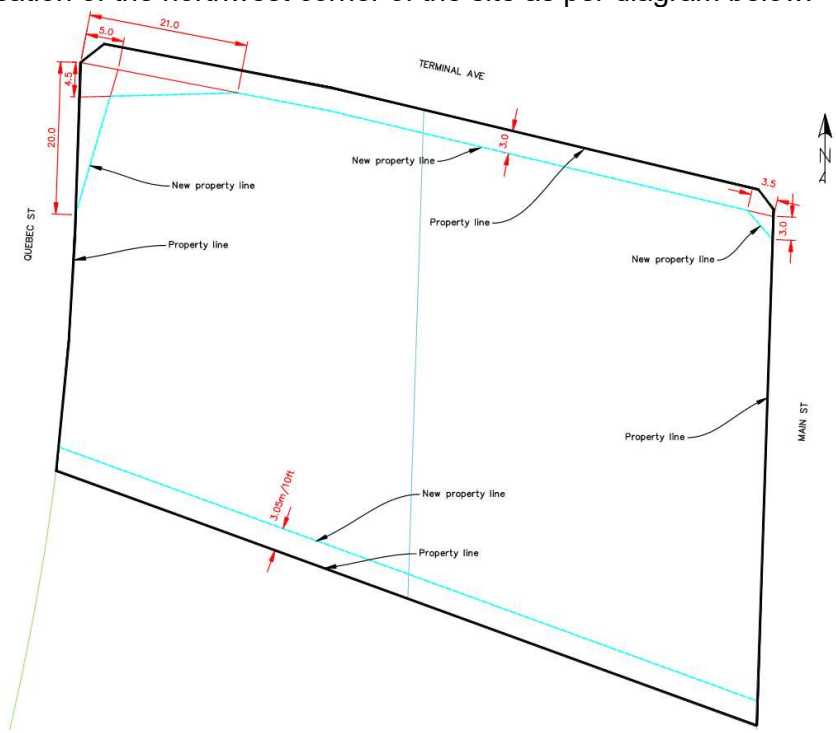
2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services, the Director of Legal Services and the Approving Officer for consolidation of Lots 1 and 2, District Lot 2037, Plan 15505 to create a single parcel and dedication of the following for road and lane purposes:

(a) The north 3.0 m (Terminal Avenue);

(b) The south 3.048 m (10 feet);

(c) An additional corner cut at the northeast corner of the site measuring 3.5 m along Terminal Avenue and 3.0 m along Main Street; and

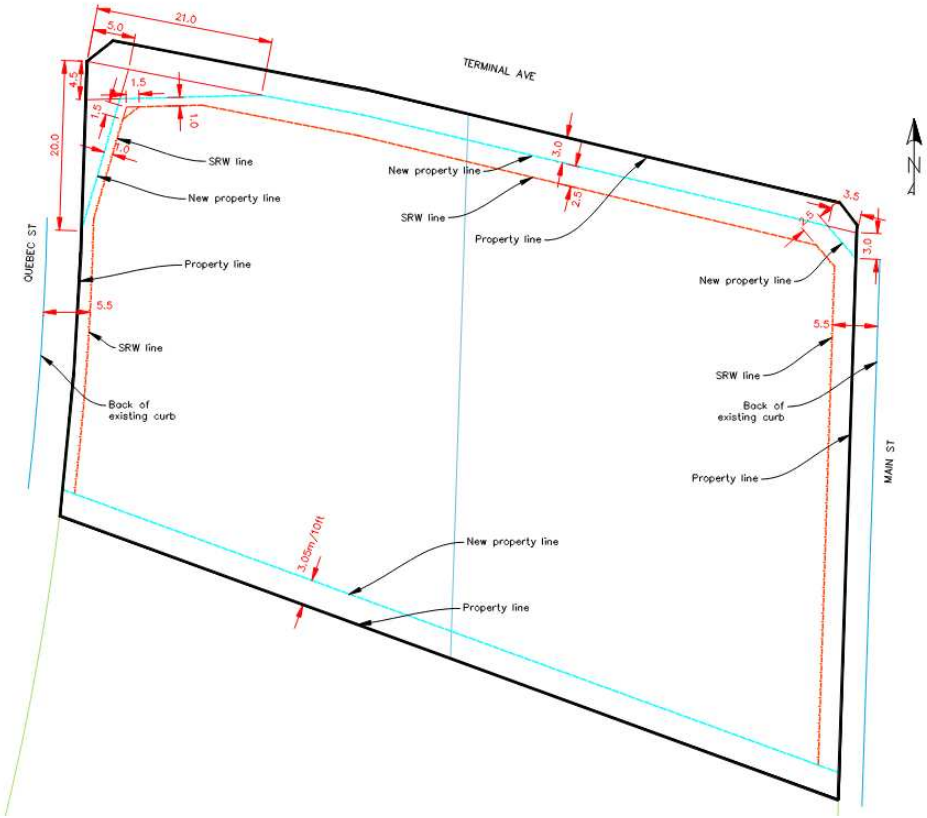
(d) Dedication of the northwest corner of the site as per diagram below:



Note to Applicant: A subdivision plan and application to the Subdivision and Strata Group is required. For general information see the subdivision website at: http://vancouver.ca/home-property-development/apply-to-subdivide-or-join-properties.aspx

2.2 Provision of a statutory right-of-way (SRW) for public pedestrian use over a portion of the site, to achieve the offset distances as shown in the accompanying diagram. The SRW will be free of any encumbrance such as structure, stairs, planter walls, and mechanical vents at grade and is to accommodate the underground parking structure within the SRW agreement.

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



2.3 Make arrangements, for connecting to and securing adequate space for the Neighbourhood Energy Utility (NEU), to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which may include but are not limited to:

(a) Provide for a statutory right-of-way (SRW) in favour of the City for access to the building mechanical system, thermal energy system-related infrastructure, and suitable space required for the Energy Transfer Station within the development for the purpose of enabling NEU connection and operation.

2.4 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights-of-way for the Services are provided. No development permit for the site, or any portion thereof, or for any building or improvements thereon will be issued until the letter of credit or such other form of alternative security that may be acceptable to the City in its sole discretion, as security for the services is provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. The Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement.

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

(a) Provision of adequate water service to meet the domestic and fire flow demands of the project;

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by CitiWest Consultants Ltd. dated February 10, 2025, no water main upgrades are required to service the development.

The main servicing the proposed development is 200 mm on Terminal Avenue and 300 mm on Quebec Street. Should the development require water service connections larger than servicing main, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrading. The maximum water service connection size is 300 mm.

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.

As per the City of Vancouver Building By-law, the principal entrance must be within 90 m of a fire hydrant. Should the final design of the building change such that this requirement is no longer satisfied, provision of a new hydrant to be installed in accordance with the aforementioned by-law will be required. The developer is responsible for 100% of the cost of this upgrade.

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to Applicant: Implementation of development(s) at 1405 Main Street does not require any sewer upgrades.

Development to be serviced to the existing 200 mm SAN and 675 mm STM sewers in Quebec Street.

City Council has approved a Vancouver Building By-law change that will go into effect on January 1, 2026. The onsite rainwater release rate requirement is anticipated to be changed to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

(c) Provision of street improvements, and appropriate transitions, along Main Street adjacent to the site, including:

(i) Minimum 1.2 m wide front boulevard;

(ii) Minimum 3.0 m wide broom finish saw-cut concrete sidewalk;

(iii) Corner curb ramp; and

(iv) Removal of the existing driveway crossings and reconstruction of the curb and gutter;

Note to Applicant: The City of Vancouver to provide approved Geometric design. All elements of the Geometric design must be constructed to meet City Standards including, but not limited to relocation of existing catch basins or installation of new catch basins where required to accommodate the geometric design.

(d) Provision of street improvements with appropriate transitions, along Quebec Street adjacent to the site, including:

(i) Minimum 1.2 m wide front boulevard;

(ii) Minimum 3.0 m wide broom finish saw-cut concrete sidewalk;

(iii) Curb and gutter, including relocation of the existing street light poles, catch basins, and road reconstruction as required to accommodate the curb and gutter;

Note to Applicant: Road reconstruction on Quebec Street to meet City ‘Higher Zoned, Arterial, Bus Lane’ standards.

(iv) Removal of the existing driveway crossings and reconstruction of the curb and gutter;

(v) Corner curb ramp;

(vi) Minimum 2.4 m wide raised asphalt protected bike lane; and

(vii) Type E curb between the sidewalk and bike lane;

(e) Provision of street improvements, and appropriate transitions, along Terminal Avenue adjacent to the site, including:

(i) Minimum 2.0 m wide front boulevard;

(ii) Minimum 3.0 m wide broom finish saw-cut concrete sidewalk;

(iii) 16.0 m x 4.0 m broom finish saw-cut concrete pad for PBS (Public Bike Share) station;

Note to Applicant: The PBS is to be located on City ROW.

(iv) Corner curb ramps; and

(v) Removal of the existing driveway crossing and reconstruction of the curb and gutter;

(f) Provision of street improvements with appropriate transitions along new lane within the lane dedication along the south side of the site, including:

(i) Full depth pavement construction;

Note to Applicant: Lane construction to meet City “Higher-Zoned Lane” standards.

(ii) Any associated infrastructure, including, but not limited to, lighting, new catch basins, and applicable tree removals on dedicated lands; and

(iii) New standard concrete lane crossing, with new lane returns and ramps on both sides, at the lane entrance on Main Street and Quebec Street;

Note to Applicant: Refer to the City design guidelines and construction standards.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

(g) Provision of upgraded street lighting (roadway and sidewalk) to current City standards and IESNA recommendations;

(h) Provision of lane lighting on standalone poles with underground duct banks;

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

(i) Provision of street trees where space permit; and

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and

approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

(j) Provision of installation of parking regulatory signage on streets adjacent to the site, to the satisfaction of the General Manager of Engineering Services.

2.5 Provision of letter from the TransLink, confirming that TransLink is satisfied that the impacts to traffic and safety on TransLink's services and infrastructure that may arise from the development have been addressed or mitigated to the reasonable satisfaction of TransLink.

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

2.6 Provision of a Flood Plain Covenant to the Satisfaction of General Manager of Engineering Services and Chief Building Official.

Housing

2.7 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant to secure all 780 residential units as secured market rental housing units, excluding Seniors Supportive or Independent Living Housing, for a term equal to the longer of 60 years and the life of the building, subject to a no-separate-sales covenant and a no-stratification covenant, a provision that none of such units will be rented for less than 90 consecutive days at a time, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City at by-law enactment pursuant to Section 565.2 of the Vancouver Charter and a Section 219 Covenant.

Community Benefits Agreement (Optional)

2.8 As per the City of Vancouver's *Community Benefits Agreement Policy*, applicant must enter into a Community Benefits Agreement (CBA) prior to rezoning can be issued, which will commit the Applicant and its development partners to:

(a) Strive for an overall target of 10% of all labour (including that for contractors, subcontractors and other possible vendors) are local and from equity seeking groups; including women and gender-diverse individuals, Indigenous peoples, racialized communities, and others facing barriers to opportunity due to discrimination, exclusion and stigmatization. They must provide best efforts to achieve this target by prioritizing new and entry-level hires through a First Source

Hiring Program, in consultation with community stakeholders and a third party monitor;

(b) Demonstrate Best Efforts to procure a minimum of 10% of material goods and services from third party certified social impact and/or equity seeking businesses and social enterprises, across the entire lifecycle of the development site, prioritizing Vancouver-based ventures but extending through supply chains regionally and outside the Province and the Country where and when required. This Includes, where applicable, post-occupancy and ongoing service needs;

(c) Demonstrate Best Efforts to procure a minimum of 10% of materials, goods and services from Vancouver companies or companies located in Metro Vancouver or British Columbia. These may or may not also be equity seeking 3rd party certified businesses as defined in the policy;

It is highly recommended to the applicant contact the CBA planners (alisha.masongsong@vancouver.ca, shabna.ali@vancouver.ca) at the rezoning stage.

Note to Applicant: On December 10, 2025, City Council directed that the *Community Benefits Agreement Policy* is optional for all projects that have not yet been considered at public hearing, as described in the Report Back on Supporting Development Viability and Unlocking New Housing Supply, dated December 2, 2025.

Sustainable Food Systems

2.9 Fulfill, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems requirements of the Rezoning Policy for Sustainable Large Developments by delivering a minimum of three food assets. To secure this condition, the applicant may be required to enter into one or more agreements with the City, all to be satisfied at no cost to the City and to the City's satisfaction, which agreement(s) may include, but not limited to, the following provisions and requirements:

(a) Certain permit holds subject to completion of the design, construction, and satisfactory acceptance of the food assets;

(b) Agreements, covenants, and statutory rights of way regarding the installation, maintenance of, and access to food assets as appropriate; and

(c) Such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Arts, Culture and Community Services, may in their sole discretion require.

Community Amenity Contribution

2.10 Prior to enactment of the rezoning by-law, the Director of Planning has been satisfied that the development will, subject to economic conditions, generate a non-tax revenue stream for the City consistent with the *Rental Housing on City-Owned Land – Public Benefits Pilot Rezoning Policy* ("COL Rezoning Policy"), including entering into such agreements, if any, required to satisfy the COL Rezoning Policy.

Public Art

2.11 Execute an agreement satisfactory to the Director of Legal Services and the Managing Director of Arts and Culture for the provision of public art in accordance with the City's *Public Art Policy*, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials.

Provide development details to the satisfaction of the Head of Public Art (a Public Art Checklist will be provided) confirming the selection of Option A, art on site, or Option B, 60% cash-in-lieu of art.

Note to Applicant: Please contact Public Art staff at publicart@vancouver.ca to discuss your application, or to set up a meeting to discuss the options further.

Environmental Services

2.12 The following conditions must be met prior to enactment of the rezoning:

(a) Submit a site disclosure statement to Environmental Services;

(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 Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Climate Change Strategy, have been provided to the City.

Agreements

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 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-law and at no cost to the City.

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.

* * * * *

APPENDIX C
PROPOSED CONSEQUENTIAL BY-LAW AMENDMENTS

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

PROPOSED AMENDMENTS TO THE SOUTHEAST FALSE CREEK OFFICIAL DEVELOPMENT PLAN (BY-LAW NO. 9073)

1. In Table 1 of Section 4.2, Council:

   (a) in the line for Area 3C:

      (i) strikes out "172,973 m^2" under "Maximum permitted floor area for residential uses" and substitutes "233,839 m^2",

      (ii) strikes out "18,540 m^2" under "Maximum permitted floor area for non-residential uses other than cultural, recreational and institutional" and substitutes "19,790 m^2", and

      (iii) strikes out "191,513 m^2" under "Maximum permitted floor area for all uses" and substitutes "253,629 m^2".

   (b) in the line for "Total maximum permitted floor area for all areas":

      (i) strikes out "665,993 m^2" under "Maximum permitted floor area for residential uses" and substitutes "726,859 m^2",

      (ii) strikes out "36,478 m^2" under "Maximum permitted floor area for non-residential uses other than cultural, recreational and institutional" and substitutes "37,728 m^2", and

      (iii) strikes out "702,471 m^2" under "Maximum permitted floor area for all uses" and substitutes "764,587 m^2".

2. In subsection 4.3.1(b), Council:

   (a) in clause 4.3.1(b)(ii), strikes out "." and substitutes ", and"; and

   (b) adds a new clause (iii) as follows:

   "(iii) with respect to the site at 1405 Main Street and 1510 Quebec Street in Area 3C, is to achieve a floor space ratio of 10.6, prior to any dedications.".

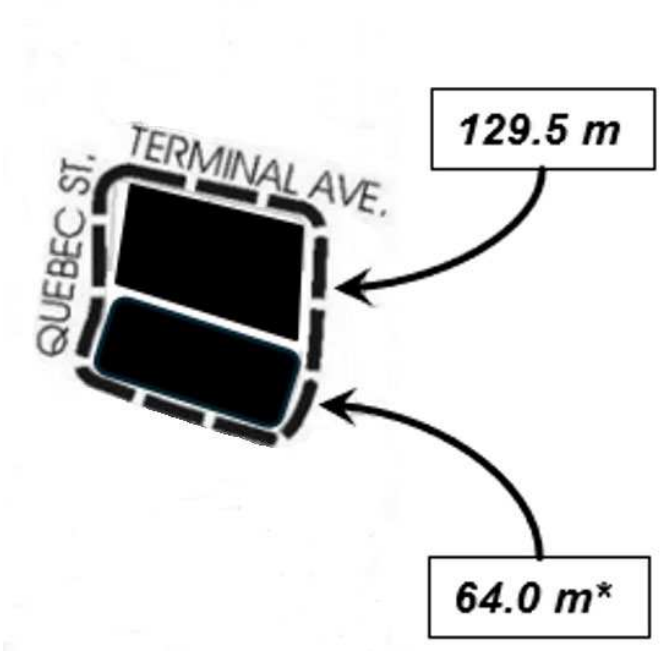
3. In Figure 9, Council strikes out the portion of the Figure shown in the following diagram:

   "

”,

and substitutes the following:

“



“.

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 11879

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

“1405 Main Street and 1510 Quebec Street [CD-1 #] [By-law #] C-2”

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

Amend Schedule B (Intermediate Zone) by adding the following:

“[CD-1 #] [By-law #] 1405 Main Street and 1510 Quebec Street”

* * * * *

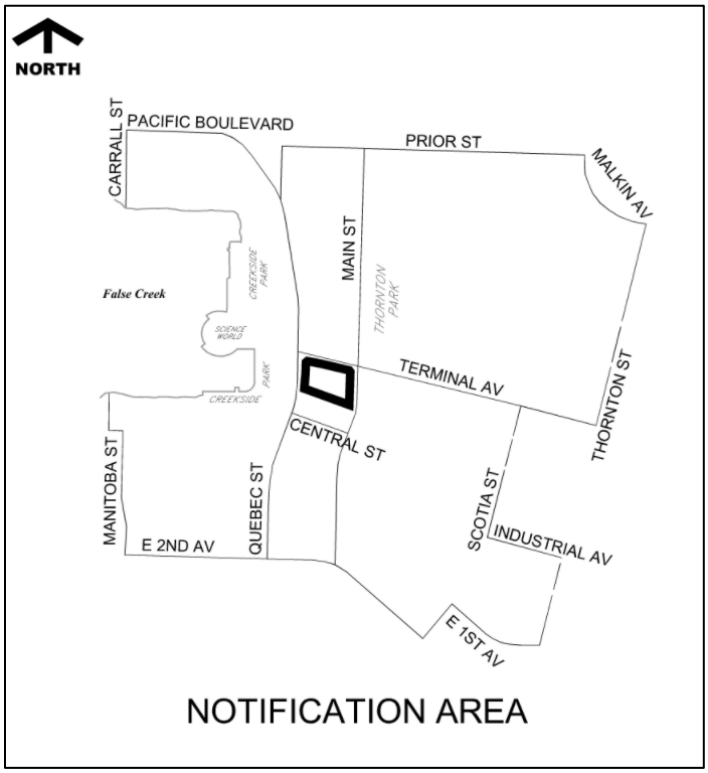
APPENDIX D
ADDITIONAL INFORMATION

Public Consultation Summary

Approximately 1,390 page views were recorded. A total of 44 comments were received with 18 comments in support for supported the new rental housing, the transit-oriented development, and urban revitalization, and 18 expressing concerns about excessive height, affordability, and that the project would cause overburdened infrastructure.

Event	Date(s)	Details
Webpage published	March 25, 2025	www.shapeyourcity.ca/1405-main-st-and-1510-quebec-st
Postcard mailed	May 6 2025	4,246 notices mailed (approximate)
Site sign installed	April 2, 2025	n/a
Online comment form	March 2025 - October 2025	44 submissions • 18 responses support • 18 responses opposed • 8 responses mixed
Question and Answer (Q&A) period (2 weeks)	May 7, 2025 to May 20, 2025	8 submissions
Other input (phone calls, direct emails, etc.)	March 2025 - October 2025	2 submissions
Total webpage views	March 2025 - October 2025	1,390 page views
Total Submissions (Comments submitted + questions asked + other input methods)		54 submissions

Map of Notification Area



A summary of public input is provided below, organized by topic.

Areas of support:

- **Transit-Oriented Area:** There's enthusiasm for increasing housing density, especially near transit hubs like the SkyTrain.
- **Affordable Housing:** Some respondents advocated for below-market units to ensure affordability and diversity.
- **Height:** There was appreciation and encouragement for the height of the project and criticized current height restrictions.
- **Active Transportation:** Respondents desired improved pedestrian and cyclist infrastructure.

Areas of concern:

- **Building height:** The proposed building height is inappropriate for the area disrupting views, view cones, and casting shadows.
- **Affordability:** Rent will not be affordable in the new units. There should be more emphasis on creating housing for middle income earners due to the proximity to the hospital.

- **Amenities:** There are a lack of amenities making the location not suitable for an increase in density.

- **Traffic and safety:** The increased traffic would lead to congestion and put strain on existing transportation.

- **Neighbourhood character:** The towers being constructed are incompatible in this neighbourhood. Olympic village has been chosen as an alternative location spot.

Response to Public Comments

- Building height: Rezoning conditions have been added requiring the proposal to achieve a high standard of architectural excellence and skyline expression, consistent with the key objectives of the Higher Buildings Policy, as mitigation for the encroachment into the view cone.

- Affordability: This application, if approved, would add 780 rental units to the City's inventory of rental housing. Market rental housing will provide options which are significantly more affordable than the average cost of home ownership.

- Amenities: The proposal includes a comprehensive suite of amenity spaces, with children's play areas, garden plots, outdoor cooking and dining areas located on the podium rooftops and tower rooftops. Indoor amenity spaces are positioned adjacent to the outdoor areas and equipped with kitchenette and accessible washrooms, and are configured in various sizes to accommodate diverse programing needs.

- Traffic and safety: Rezoning conditions require improvements to address safety for all road users. This includes construction of a new lane along the south side of the site, new sidewalk and curb ramp improvements along Terminal Avenue, Main Street, and Quebec Street, a protected bike lane and public bike share station, and the installation of parking signage. In addition, the site is located in close proximity to the frequent transit bus network, and the Main Street-Science World Skytrain Station is located across Terminal Avenue.

- Neighbourhood character: The surrounding area is characterized by a mix of development including Pacific Central Station, BC Place/Expo District, Olympic Village, and the new St. Paul's Hospital under construction. The area is undergoing significant change, with buildings approved or under construction for up to 25 storeys along Main Street and up to 18 storeys along 2nd Avenue.

* * * * *

APPENDIX E
URBAN DESIGN ANALYSIS

Introduction

In assessing the urban design performance of the proposal, staff considered the built form and design expectations of the FC-1 zoning district, the Southeast False Creek Official Development Plan (SEFC ODP), the *Transit-Oriented Areas Rezoning Policy* (TOA Policy), and other applicable city guidelines and bulletins.

While the TOA policy anticipates a maximum building height of 20 storeys, the SEFC ODP anticipates mixed-use development with a 21 storey (64 m) built form of development (SEFC ODP - Figure 9: Maximum Heights). The ODP also allows consideration of additional height to define the terminus of Terminal Avenue.

Unlike many Transit-Oriented Areas, which are primarily composed of developable parcels surrounding a public transit station, this site is uniquely surrounded by a substantial amount of public open space. While these open spaces enhance the quality of life for future residents, they also introduce challenges for built form, particularly with respect to the development's shadowing and visual impacts on the surrounding public realm.
The site also sits at a transition point in zoning, shifting from higher-density mixed-use residential areas (FC-1 and FC-2) to the more industrial context of the False Creek Flats' I-3 district to the east.

Figure E-1: View from Science World Looking Southeast

Density
The *SEFC ODP* anticipates a maximum density of approximately 3.5 FSR.
The TOA Policy anticipates a maximum density of approximately 5.5 FSR.
The application proposes a density of 10.6 FSR, representing a substantial departure from the established ODP and policy parameters.

Height
The proposal comprises two towers, 42 and 25 storeys, each atop a six-storey podium, for an overall height of 129.5 m (425 ft.).

The two distinct volumes, referred to as the East and West towers, are linked by a two-storey podium, located centrally on site and setback from Terminal Avenue. This connecting mass contains the main residential lobby at grade and common indoor amenity space on the second level.

Both podiums provide ground-level commercial retail units (CRUs) and five residential storeys above. The East podium supports a 19-storey tower form (total of 25 storeys), while the West podium supports a 36-storey tower (total 42 storeys).

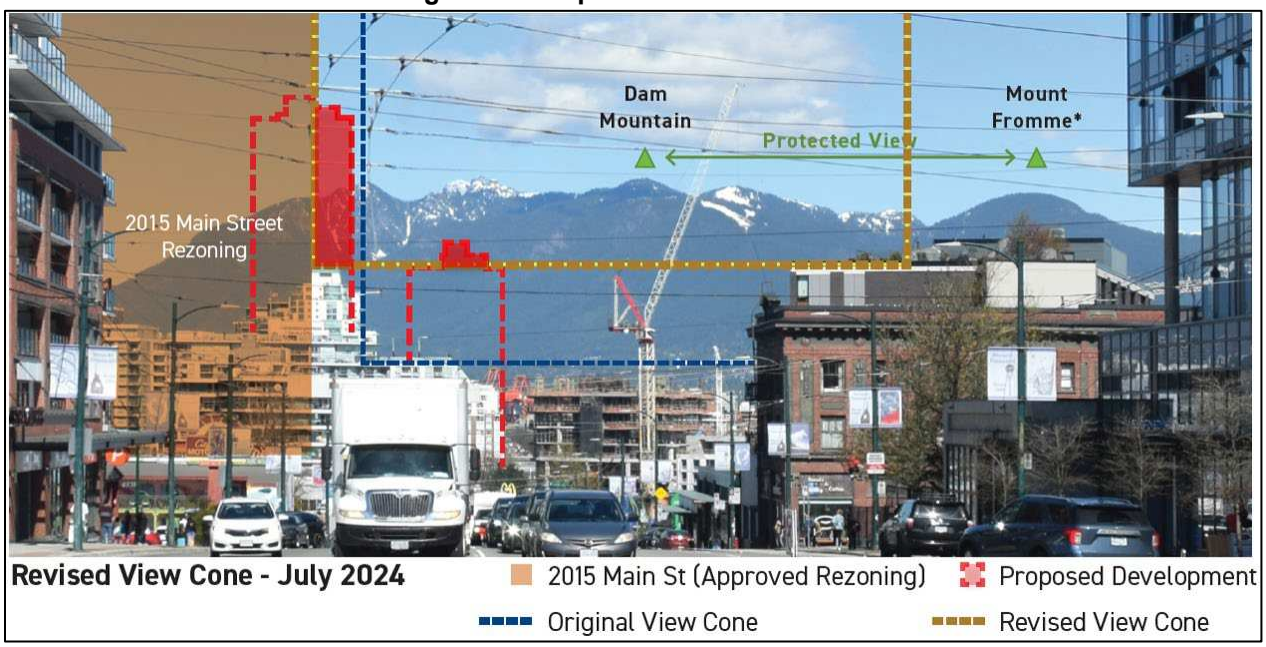
This represents a significant increase over the built form anticipated by the SEFC ODP, which contemplates a maximum building height of 64 m (210 ft.) - approximately 21 storeys - with additional height only considered for a landmark element marking Terminal Avenue. The magnitude of the proposed increase introduces notable impacts on the public realm, including increased shadowing on nearby parks and encroachment into protected view cones.

View Cones
The *Public Views Guidelines*, adopted by Council on July 10, 2024, aim to protect views of the North Shore mountains and select landmark buildings. These protected views reinforce Vancouver's visual and cultural connection to its natural setting and contribute to its distinctive sense of place.

The site is affected by two protected view cones:
- View Cone 22 (Main Street)
- View Cone 3.2.4 (Queen Elizabeth Park)

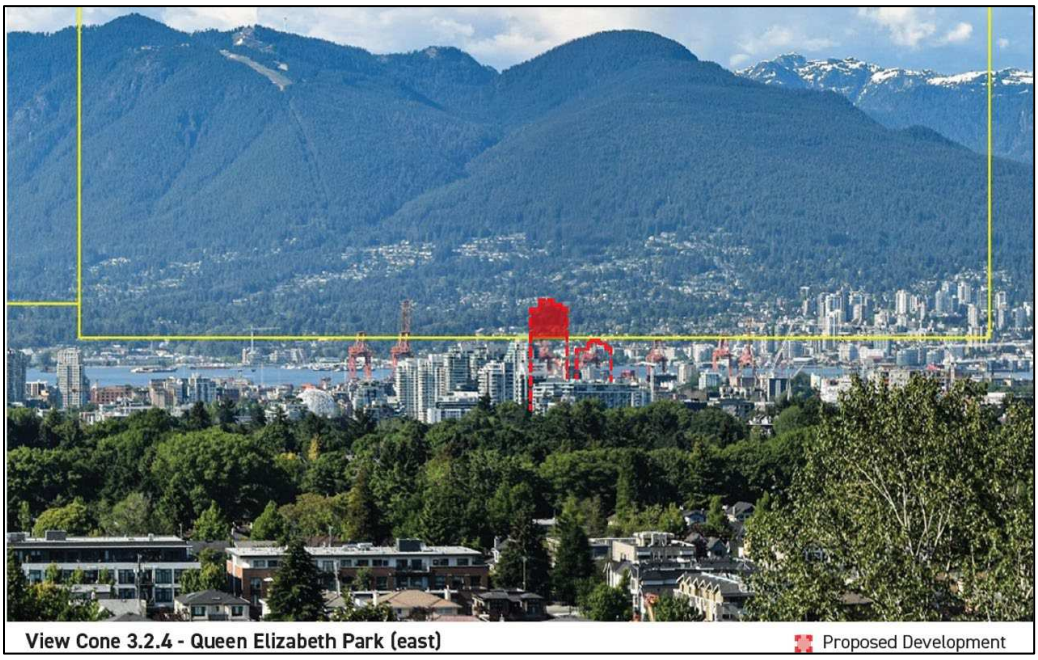
The proposed height and massing results in encroachments into both view cones (see Figures E-2 and E-3).

Figure E-2: Impact on View Cone 22



The boundary of View Cone 22 was revised by Council on July 10, 2024, to establish clearer reference points for alignment. Staff identified two key datum buildings - 2015 Main Street (tower) and 2102 Main Street (mid-rise) as primary reference points for the revised boundary. Should Council approve the current proposal, the effective western edge of the view cone would shift eastward, corresponding with the previous boundary alignment, while maintaining clear reference datum points. Staff have determined that this modification would not compromise the intent or integrity of the protected view.

Figure E-3: Impact on View Cone 3.2.4



View Cone 3.2.4 originates from a viewing platform within Queen Elizabeth Park and protects views toward the North Shore Mountains, from Dam Mountain to Coliseum Mountain. While the Higher Building Policy allows limited encroachment into this view cone, those provisions apply only to limited sites within the Downtown Peninsula. This site lies outside that area.

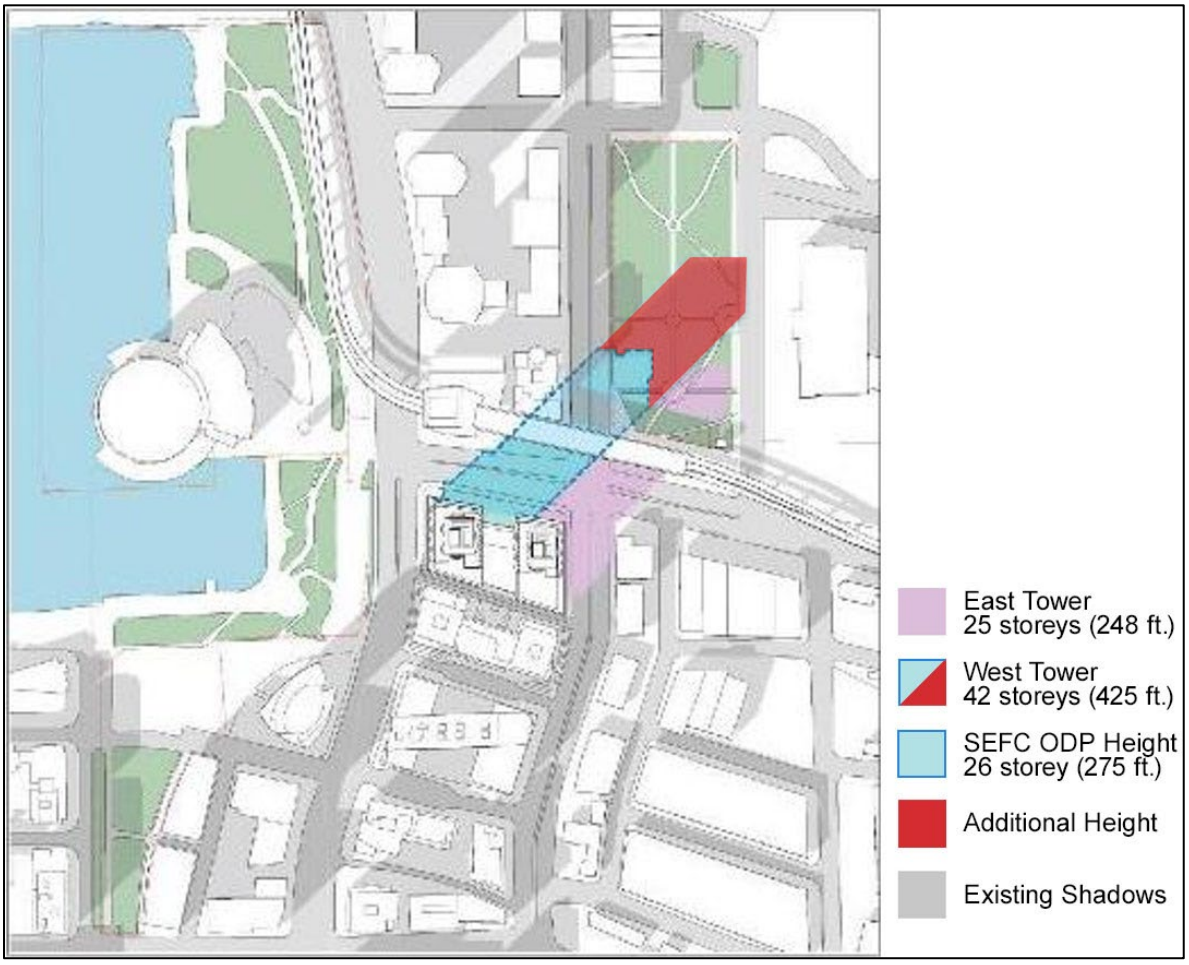
Staff also notes that View Cone 3.2.4 is currently under review per Council direction per potential revision and/or relocation as a part of the 'Uplifting Downtown Eastside' planning project.

Nevertheless, staff recommend inclusion of a rezoning condition (Condition 1.1) requiring the proposal to achieve a high standard of architectural excellence and skyline expression, consistent with the key objectives of the *Higher Buildings Policy,* as mitigation for the encroachment into the view cone.

Shadowing

The proposed increase in height, floor plate size, and density results in a marked increase in shadow impacts on the surrounding public realm (see Figure E-4).

Figure E-4: Shadow Impact on Thornton Park in Equinox at 4:00 pm



Both Creekside Park and Thornton Park are identified as Neighbourhood Parks under the *Solar Access Guidelines for the Downtown Peninsula*, which stipulate that new developments seek not to introduce additional shadows within park property lines. Exceptions may be considered for substantive public benefit.

According to the applicant's shadow study, the proposed development would cast shadow across Thornton Park between 10:00 a.m. and 4:00 p.m. at the Equinox. While a building compliant with the ODP height limit (Approximately 21 storeys) would also produce some afternoon shadowing - similar to that of the existing City Gate development - the increased height and mass of the current proposal results in considerably expanded shadow coverage of the park in the afternoon hours.

The proposal would also introduce new shadowing onto Creekside Park, including the children's play area north of Science World, and portions of the Seawall. Staff emphasize the shadowing impact on Thorton Park, given its importance to equity-deserving and marginalized communities, for whom accessible, sunlit open spaces are particularly valuable. It is noted that the proposal would not cast shadows on Thornton Park during the Summer Solstice.

Staff have also included a rezoning condition (Condition 1.1) requiring further refinement of the upper-storey massing and skyline profile to help minimize shadow impacts on nearby public open spaces.

Tower Floor Plate Size and Tower Separation

Tower floor plate size and tower separations directly influence the livability of dwelling units and the quality of the at-grade public realm, affecting solar access, sky views, and openness. Typical residential tower floor plates in Vancouver range from 605 sq.m.(6,500 sq. ft.) to 745 sq. m (8,000 sq. ft.) – as noted in *Residential Tower Floor Plates Bulletin*, with a minimum separation of 24.4 m (80 ft.) between the towers to maintain adequate sunlight and privacy.

The proposed tower floor plates measure approximately 930 sq. m (10,000 sq. ft.) (West Tower) and 745 sq. m (8,000 sq. ft.) (East Tower), with a minimum 80 ft. tower separation between the two towers, and future potential towers across the lane.

At-Grade Public Realm Interface

The SEFC ODP envisions the Main Street shopping street character extending along Terminal Avenue and Quebec Street, with a public realm animated with entrances, storefronts, and open spaces that promote social interaction and the active use.
The proposal generally meets these objectives, providing retail frontages and outdoor patios along the primary street interfaces (see Figure E-5).

Figure E-5: View of at-grade public realm along Terminal Avenue

The ODP also anticipates a network of mid-block pedestrian connection through out the SEFC ODP area. Existing connections extend from the Lane north of East 2nd Avenue to the lane immediately south of the subject site. This proposal does not continue this linkage, effectively serving as the terminus of the pedestrian connection at the lane. Staff supports the absence of a mid-block pedestrian connection in this case, as it allows for more continuous at-grade commercial space and a stronger buffer from Terminal Avenue traffic. However, staff have included a condition of approval requiring public realm improvements along the lane to enhance wayfinding and reinforce its role as an extension of the mid-block pedestrian network connecting to Main and Quebec Streets (Refer to Condition 1.2).

Livability

Overall, unit layouts are well-organized and include bulk storage and private outdoor spaces, supporting a high standard of livability.

Staff seek further design development to ensure adequate privacy and minimized overlook between units and adjacent common areas (Refer to Condition 1.3).

Amenity Space

The proposal includes a comprehensive suite of indoor and outdoor amenity spaces, with children's play areas, garden plots, outdoor cooking and dining areas located on the podium rooftops and tower rooftops. Indoor amenity spaces are positioned adjacent to the outdoor areas and equipped with kitchenette and accessible washrooms, and are configured in various sizes to accommodate diverse programing needs. All residential units also provide private outdoor space in the form of balconies.

Figure E-6: View of rooftop amenity areas

* * * * *

APPENDIX F
PUBLIC BENEFITS

City-wide DCL[1]	$13,348,108
Utilities DCL[1]	$8,279,770
SEFC Area-Specific DCL[1]	$12,338,722
Public Art[2]	$1,323,847
TOTAL	**$35,290,447**

Other Benefits (non-quantifiable components):

- 780 rental units secured for the greater of 60 years and the life of the building.
- Subject to economic conditions, the development of this project is expected to provide long-term, broad-based public benefits through generation of non-tax revenues for the City.

[1] Based on rates in effect as of December 10, 2025 and the proposed 60,866.0 sq. m (655,156 sq. ft.) of residential floor area and 1,250.0 sq. m (13,455 sq. ft.) of commercial floor area.

DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. DCL By-laws are subject to future adjustment by Council including annual inflationary adjustments. A development may qualify for 12 months of in-stream rate protection. See the City's *DCL Bulletin* for more details.

[2] Based on 2016 rates, subject to adjustments per the *Public Art Policy and Procedures for Rezoned Developments*.

* * * * *

APPENDIX G
REZONING APPLICATION SUMMARY

Address	Property Identifiers (PIDs)	Legal Description
1510 Quebec Street	007-654-014	Lot 1 District Lot 2037 Plan 15505
1405 Main Street	007-654-065	Lot 2 District Lot 2037 Plan 15505

Applicant Information

Applicant	General Manager of Real Estate Services, City of Vancouver
Owner	City of Vancouver
Architect	Archeology Architecture

Development Statistics

	Permitted Under Existing Zoning	Proposed
Zoning	FC-1	CD-1
Site Area	5,860.0 sq. m (63,076 sq. ft.)	5,860.0 sq. m (63,076 sq. ft.)
Land Use	Commercial	Mixed-Use Residential
Maximum Density	5.0 FSR	10.6 FSR
Floor Area	29,300.0 sq. m (315,383 sq. ft.)	62,116.0 sq. m (668,611 sq. ft.)
Maximum Height	22.9 m (75 ft.)	Sub-area A Top of Parapet: 129.5 m (425 ft.) Sub-area B Top of Parapet: 79.8 m (262 ft.)
Parking, Loading and Bicycle Spaces	Per Parking By-law	Vehicle Parking 204 Bicycle Parking 1,502 Loading Spaces 13 Confirmed at development permit stage
Natural Assets	26 existing on-site by-law trees and 23 City trees	3 on-site trees to be retained 14 City trees to be retained 23 on-site and 9 City trees to be removed 169 new on-site and City trees Confirmed at development permit stage

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