



POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: November 8, 2013  
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Meeting Date: November 19, 2013

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning: a) 1262-1290 Burrard Street and b) 1229-1281 Hornby Street

**RECOMMENDATION**

- A. THAT the application by Jim Pattison Developments Ltd. and Reliance Properties Ltd. on behalf of the owners listed in Appendix F:
- (i) to rezone 1262-1290 Burrard Street from Downtown District (DD) to CD-1 (Comprehensive Development) District (see Appendix F, 1, Part I, for the legal descriptions of the above lands) to permit a building containing retail, service and office uses, with a floor area of 19,715.4 m<sup>2</sup> (212,222 sq. ft.) and a maximum height of 55.5 m (182 ft.); and
  - (ii) to rezone 1229-1281 Hornby Street from Downtown District (DD) to CD-1 (Comprehensive Development) District (see Appendix F, 1, Part II, for the legal descriptions of the above lands) to permit a mixed-use development comprised of two residential towers connected by a podium and containing market strata and rental residential units, and office, retail, and service uses, with a floor area of 67,430 m<sup>2</sup> (725,837 sq. ft.) and a maximum height of 167.6 m (550 ft.);

be referred to a Public Hearing, together with:

- (i) plans prepared by IBI/HB Architects and Bing Thom Architects, received March 13, 2013;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendices A1 (for the Burrard Street site) and A2 (for the Hornby Street site); and

- (iii) the recommendation of the General Manager of Planning and Development Services to approve, subject to conditions contained in Appendices B1(for the Burrard Street site) and B2 (for the Hornby Street site);

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-laws generally in accordance with Appendices A1 and A2 for consideration at Public Hearing.

- B. THAT, if the application is referred to a Public Hearing, the application to amend Schedule E of the Sign By-law to establish regulations for these CD-1s in accordance with Schedule B to the Sign By-law [assigned Schedule "B" (DD)], generally as set out in Appendix C, be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws generally as set out in Appendix C for consideration at the Public Hearing.

- C. THAT, subject to enactment of the CD-1 By-law, the Noise Control By-law be amended to include these CD-1s in Schedule A, generally as set out in Appendix C;

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

- D. THAT, subject to enactment of the CD-1 By-law, the Parking By-law be amended to include these CD-1s and to provide parking regulations generally as set out in Appendix C;

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

- E. THAT, if after public hearing Council approves in principle the rezoning application contemplated in Recommendation A(ii) and the Housing Agreement described in section (c) of Appendix B2, 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 contemplated by this report, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the Managing Director of Social Development.

- F. THAT, if the application is referred to Public Hearing, prior to the Public Hearing, the property owner shall submit confirmation, in the form of "Letter A", that an agreement has been reached with the registered owner(s) of the proposed donor site(s) for the purchase of heritage density as set out in Section (c) Appendix B2.

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

### **REPORT SUMMARY**

This report evaluates an application to rezone the sites at a) 1262-1290 Burrard Street, referred to as the Burrard Street site, and b) 1229-1281 Hornby Street, referred to as the Hornby Street site, to allow for a mixed-use development, with an aggregate floor area for both sites of approximately 87,145.7 m<sup>2</sup> (938,059 sq. ft.). The application, which is being considered under the *General Policy for Higher Buildings* proposes:

- on the Burrard Street site, a 55.5 m (182 ft.) building containing office, retail and service uses, with a floor area of 19,715.4 m<sup>2</sup> (212,222 sq. ft.); and
- on the Hornby Street site, two market residential towers, one 167.6 m (550 ft.) and the other 112.2 m (368 ft.) high, connected by a mixed-use podium containing secured market rental housing, office, retail and service uses, with a floor area of 67,430.3 m<sup>2</sup> (725,837 sq. ft.).

If approved, the application would achieve a number of City objectives including a landmark building demonstrating architectural excellence and a high level of sustainability, the provision of market rental housing which contributes to the City's affordable housing goals identified in the *Housing and Homelessness Strategy*, and the provision of office space which is consistent with City objectives of increasing job space throughout the downtown. Further, the report recommends that the Community Amenity Contribution (CAC) from this rezoning be allocated towards funding of a community facility intended for use by Omunity, a valuable community resource to the lesbian, gay, bi-sexual, transgender and queer (LGBTQ) community, local public realm improvements, the completion of cultural facilities, and parks in Downtown South, as well as an allocation of heritage amenity (acquisition of heritage density) to help support City-wide heritage conservation objectives through a reduction of the City's Heritage Amenity Bank.

Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the Public Hearing, along with the conditions of approval outlined in Appendices B1 and B2.

## ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

Relevant Council Policies for these sites include:

- Downtown Official Development Plan (1975)
- General Policy for Higher Buildings (1997, last amended 2011)
- Downtown South Guidelines (1991, last amended 2004)
- On October 28, 2008, Council endorsed consideration of site-specific rezonings in the Downtown South up to the height limits imposed by the approved view corridors (see Council Policy Report titled “Potential Benefit Capacity in Downtown”)
- Metro Core Jobs and Economy Land Use Plan: Issues and Directions Report (2007)
- Green Buildings Policy for Rezoning (2009, last amended 2010)
- Housing and Homelessness Strategy (2011)
- High Density Housing for Families with Children Guidelines (1992)
- Community Amenity Contributions Through Rezonings (1999, last amended 2004)
- Downtown South Public Benefits Strategy (2007 - 2021) (May 3, 2007)
- Public Art Policies and Guidelines (1994, last amended 2008)
- Transfer of Density Policy (January 25, 1983; last amended August 1, 2002).

## ***REPORT***

### ***Background/Context***

#### **1. Sites and Context**

The application includes a total of 23 legal parcels bounded by Burrard Street to the west, Drake Street to the south and Hornby Street to the east. This application, if approved, would result in two consolidated sites, separated by a lane, as follows:

- a site comprised of the parcels west of the lane, from 1262 to 1290 Burrard Street, with a frontage of 68.6 m (225 ft.) along Burrard Street and 36.6 m (120 ft.) along Drake Street; and
- a site comprised of parcels east of the lane, from 1229 to 1281 Hornby Street, with a frontage of 106.7 m (350 ft.) along Hornby Street and 36.6 m (120 ft.) along Drake Street.

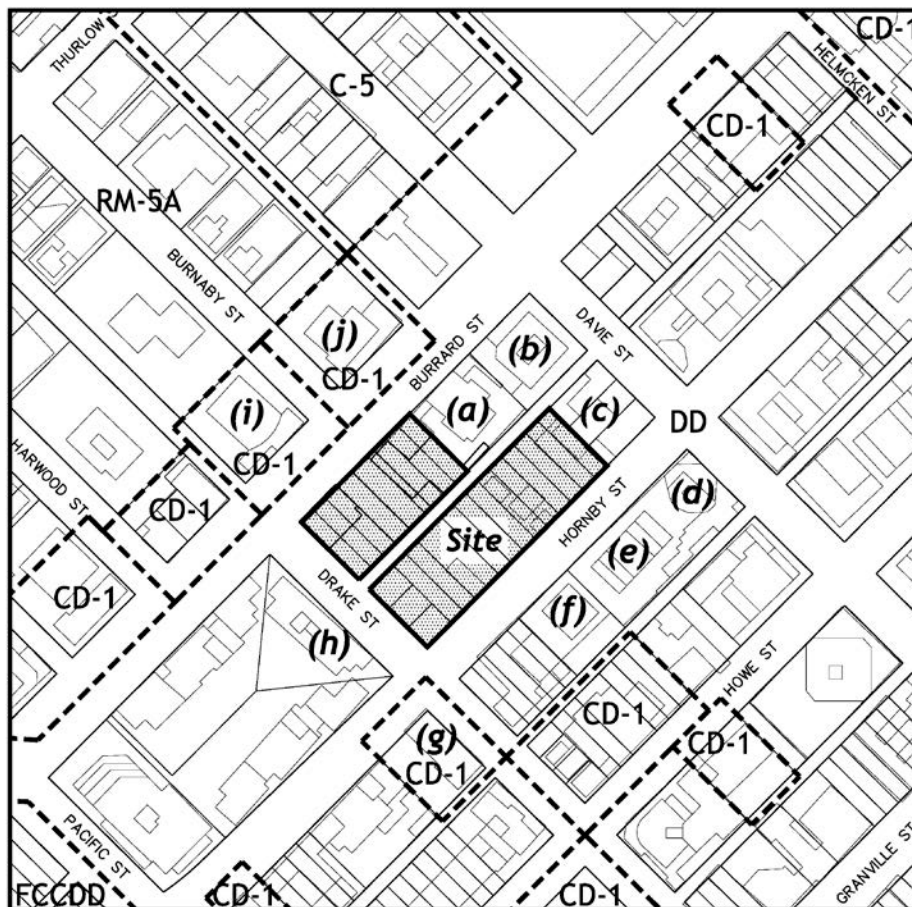
Currently, these parcels include a mix of one- to two-storey retail and office buildings, including the Jim Pattison Toyota and Scion vehicle dealerships, parking lots, vacant sites, and, along Hornby Street, two houses which have been identified as having heritage value but are not listed on the Vancouver Heritage Register.

Located in Downtown South, the surrounding blocks contain a variety of building types and heights, ranging from small-scale commercial buildings to newer tower and podium developments, generally up to 91.4 m (300 ft.) in height, with a combination of townhouse and retail uses at street level. Adjacent development in the immediate area, listed below and shown in Figure 1, is as follows:

- a) “Altadena” at 1238 Burrard Street, a 15-storey residential building
- b) 1200 Burrard Street, an 11-storey office building

- c) 904-920 Davie Street with a mix of one- and two-storey commercial buildings
- d) "Landis Hotel and Suites" at 1200 Hornby Street, a 17-storey hotel
- e) "Residence Inn Marriott" at 1234 Hornby Street, a 22-storey hotel
- f) "Pure" at 1252 Hornby Street, a 15-storey residential building
- g) "Salt" at 1308 Hornby Street, a 31-storey residential building currently under construction
- h) "Anchor Point" at 950 Drake Street, a nine-storey residential building
- i) "Ellington" at 1010 Burnaby Street, a 19-storey residential building
- j) "Milano" at 1003 Burnaby Street, a 19-storey residential building.

Figure 1: Rezoning Sites and Surrounding zoning



## 2. Policy Context

**General Policy for Higher Buildings** – The *General Policy for Higher Buildings*, most recently amended in 2011, allows for consideration of buildings in the City's downtown which significantly exceed their currently zoned heights, with the provision that they do not penetrate Council-approved view corridors. The only exception is the Queen Elizabeth view corridor because it is an overall, panoramic view of the City and the downtown skyline as opposed to a protected view of a specific feature as seen from a specific place. The 1200-block of Hornby Street is one of the potential higher building sites that was identified in the

*General Policy for Higher Buildings*; the policy anticipated a height of about 152.4 m (500 ft.).

The policy stipulates that proposals for higher buildings be subject to an enhanced evaluation process that includes review by a special session of the Urban Design Panel, augmented with four architects who are well known and respected for their expertise in the design of high-rise buildings. The enhanced review process focuses on ensuring that the application, if approved, will establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of Vancouver's skyline. In addition, any proposal should advance the City's green objectives for carbon neutrality for new buildings by advancing sustainable design and reduced energy consumption.

The policy also identifies other considerations, including the achievement of community benefits, on-site open space that represents a significant contribution to the downtown network of green and plaza spaces, and buildings that minimize adverse shadowing and view impacts on the public realm including key streets, parks and plazas, as well as on neighbouring buildings.

### **3. Application Revisions**

The original application was submitted in November 15, 2010. In response to comments provided by the special session of the Urban Design Panel and staff, a revised application was received June 15, 2011, included the following changes:

- the office building was pulled back from Drake Street to create a small public plaza at Burrard and Drake Streets;
- the top of the residential tower at Hornby and Drake Streets was modified to mitigate shadowing of the corner of Davie and Burrard Streets;
- the architectural expression of the residential towers was refined; and
- sustainability features were improved.

In response to further concerns, another revised application was received on March 13, 2013, and included the following changes:

- the office tower was redesigned to provide a more distinctive presence for the development on Burrard Street;
- the floorplates of the residential towers were increased to optimize their configuration;
- 185 residential strata units and six secured market rental units were added;
- an increase in the floor space ratio from 11.8 to 13.33; and
- vehicular access was moved from Burrard Street to Hornby Street.

## ***Strategic Analysis***

### **1. Proposal**

The application proposes a mixed-use development that includes a commercial building containing office, retail use and service uses on the Burrard Street site, and two market

strata residential towers connected by a mixed-use podium containing secured market rental housing, office, retail and service uses on the Hornby Street site.

## 2. Land Use

The sites are located in the Downtown District (DD) where form of development is regulated by the Downtown Official Development Plan (DODP). Development of these sites is further informed by the Downtown South Guidelines which provide direction with regard to urban design and open space. Located in the Hornby Slopes Area "N" of Downtown South, the applicable land-use policy endorses high-density residential development, with limited commercial uses.

The DODP, initially adopted in 1975, sets limits for commercial floor space with the objective of protecting retail viability in the area's key shopping streets and maintaining the downtown core as the City's primary office area. For both sites, the applicant has proposed more commercial space than envisioned in the DODP. In response, City staff have assessed the increased amounts of commercial floor space in the context of increased population and current needs for commercial space in the area. The assessment for each of the sites is discussed below.

### **Retail and Service Uses:**

Burrard Street site: Along this portion of Burrard Street, no at-grade retail is required, however, the Downtown District limits the provision of retail and service uses to a maximum of 1,858 m<sup>2</sup> (20,000 sq. ft.) per site. The application proposes 7,193.5 m<sup>2</sup> (77,433 sq. ft.) of retail and service space in the building fronting onto Burrard Street, although 63 per cent of the vehicle dealership use is below grade.

The majority of this floor area, approximately 7,050 m<sup>2</sup> (75,890 sq. ft.), is associated with the proposed vehicle dealership and associated motor vehicle repair shop – uses that have been operated on this site for many years and which the applicant wishes to maintain in the new development. In addition to the vehicle dealership use, further retail use with a floor area of 143.3 m<sup>2</sup> (1,543 sq. ft.) is proposed at street level fronting onto Burrard Street and the midblock pedestrian connection. While the total amount of retail and service floor space is significantly more than envisioned in the DODP, the proposal does provide retail continuity at-grade along this section of Burrard Street. Staff have concluded that the intent of the DODP, to ensure the viability of nearby shopping streets, has been maintained given the proposed types of retail uses. Furthermore, the proposal for the Burrard Street site includes a significant amount of office space which addresses an important City objective. Given these factors, staff are prepared to support the extent of the proposed retail and service uses in the application for the Burrard Street site.

Hornby Street Site: Along Hornby Street, the DODP limits the provision of retail and service uses to a maximum of 233 m<sup>2</sup> (2,500 sq. ft.), so that sites such as this do not negatively affect the continued viability of retail and service uses on the area's key shopping streets. On the Hornby Street site, the application proposes 2,235.9 m<sup>2</sup> (24,068 sq. ft.) of retail and service uses, including a grocery store with a floor area of 1,560.3 m<sup>2</sup> (16,796 sq. ft.).

To assess the impact of adding a grocery store in this location, a retail study was commissioned by the City in May 2011. The study by Commercial Marketing Inc. concluded that given the area's growing population and the per capita spending of residents, a demand

for approximately 3,716 m<sup>2</sup> (40,000 sq. ft.) of additional grocery store space will be needed in the downtown area by 2016. Staff have, therefore, concluded that the provision of a grocery store and other retail uses as proposed on the Hornby Street site can be supported given that the DODP's underlying objective to protect retail and service uses on key shopping streets will not be compromised.

#### **Office Use:**

In Area "N" of the Downtown District, office uses are limited to a maximum of 1.00 FSR, equivalent to approximately 2,507 m<sup>2</sup> (26,986 sq. ft.) on the Burrard Street site and 3,900 m<sup>2</sup> (41,981 sq. ft.) on the Hornby Street site. On the Burrard Street site 12,521.9 m<sup>2</sup> (134,789 sq. ft.) of office space is proposed on levels 4 to 13 of the commercial building, and on the Hornby Street site 8,358.7 m<sup>2</sup> (89,975 sq. ft.) of office use is proposed on levels two to four of the tower podium. The proposed increase in office floor area beyond what was envisioned in the DODP is supported by staff, noting particularly the sites' proximity to St. Paul's Hospital. Further, the provision of office use in this location is consistent with the policy objectives of the *Metro-Core Jobs and Economy Land Use Plan* to encourage new office space in diverse locations, thereby increasing job opportunities throughout the downtown.

### **3. Housing**

The rezoning application includes a total of 810 residential units of which 723 are market strata units and 87 are secured market rental units. The residential uses are all located on the Hornby Street site. At this rezoning stage, the applicant is proposing a total of 264 two bedroom units or 33 per cent of the total. This exceeds the City's objective for a minimum of 25 percent family housing which is reflected in the proposed CD-1 bylaw.

**Housing Policy:** The provision of rental housing advances a significant housing policy goal of the City. On July 29, 2011 Council endorsed the *Housing and Homelessness Strategy 2012-2021* which includes strategic directions to increase the supply of affordable housing and to encourage a housing mix across all neighbourhoods in order to enhance quality of life. The *Three-Year Action Plan 2012-2014* identifies priority actions to achieve some of the Strategy's goals. The priority actions that relate to this application are to work to achieve secured market rental housing, and to use financial and regulatory tools to encourage a variety of housing types and tenures that meet the needs of diverse households.

**Rental Housing:** While this application is not being considered under the City's rental housing programs and no incentives are being requested, 87 (11 per cent) of the 810 residential units are proposed as non-stratified secured market rental housing. These units, with a floor area of 4,578 m<sup>2</sup> (49,286 sq. ft.) would be located within the podium of the building. To ensure that these units remain rental, a condition in Appendix B2 secures the units for 60 years or the life of the building, whichever is greater.

**Supply of Rental Housing:** Under the Housing and Homelessness Strategy, which strives to enhance access to affordable housing in the City, rental housing targets have been established. Table 1 shows the City's progress towards its housing targets, and incorporates the 87 secured market rental units proposed for 1229-1281 Hornby Street.



Table 1: City of Vancouver Rental Housing Targets and Progress Against Targets (as of September 30, 2013)

	TARGETS <sup>1</sup>		CURRENT PROJECTS					Above or below 2014 Target (if all constructed)
	Long Term (2021)	Near Term (2014)	Completed	Under Construction	Approved	In Progress <sup>2</sup>	Total	
Secured Market Rental Housing Units	5,000	1,500	374	880	1,245	918	3,417	1,917 Above Target

1. Targets are established in the 2011 City of Vancouver Housing and Homeless Strategy.

2. "In Progress" units are defined as those proposed in rezoning and development applications. This unit count is subject to change, as not all proposed units proceed to approval and development.

#### 4. Density and Form of Development

**Density:** Under the existing DODP, in Area "N", the aggregate density that would otherwise be permitted on the sites is 5.0 FSR. This is equivalent to approximately 32,035 m<sup>2</sup> (344,834 sq. ft.) for the two sites, with 12,535 m<sup>2</sup> (134,930 sq. ft.) for the Burrard Street site and 19,500 m<sup>2</sup> (209,904 sq. ft.) for the Hornby Street site. This application proposes an aggregate floor area of 87,145.7 m<sup>2</sup> (938,059 sq. ft.) for both sites, with 19,715 m<sup>2</sup> (212,222 sq. ft.) on the Burrard Street site and 67,430.3 m<sup>2</sup> (725,837 sq. ft.) on the Hornby Street site. This is an aggregate FSR of 13.6, with 7.86 FSR on the Burrard Street site and 17.29 FSR on the Hornby Street site. The staff urban design assessment concludes that the proposed additional floor area can be appropriately accommodated, subject to the design development conditions in Appendix B1 and B2.

**Height:** Under the existing DODP, in Area "N", the maximum permitted height is 91.4 m (300 ft.). However, under Council's policy report "*Potential Benefit Capacity in Downtown*", an increase in height beyond the 91.4 m (300 ft.) prescribed in the DODP can be considered up to the underside of the approved view corridors, recognizing that supplementary height and development potential could result in the achievement of additional amenities that would provide benefits for the neighbourhood and the City. The *General Policy for Higher Buildings* anticipated a height of approximately 152.4 m (500 ft.) for a tower at the corner of Hornby and Drake Streets.

**Hornby and Drake Tower:** The height of the proposed residential tower at the corner of Hornby and Drake Streets is 167.6 m (550 ft.), approximately 54 storeys, measured to the top of the architectural parapet that screens the rooftop mechanical, which is above the height anticipated in the *General Policy for Higher Buildings*. There are two key aspects to consider when addressing additional height in this area — the building's contribution to the Vancouver's skyline and potential shadowing impacts generated from the additional height.

Staff have assessed the additional height proposed and have confirmed that the increase in height to 167.6 m (550 ft.) will not detract from the broader urban design objectives, embodied in the *General Policy for Higher Buildings*, to achieve a legible "dome shaped" skyline. Staff have also assessed the shadow impacts on public open spaces. The proposed additional height will generate some shadow on the sidewalk at the northwest corner of Davie and Burrard Streets;

however, given the relatively small area and length of time the area is shadowed, this impact is considered to be acceptable. In accordance with the *General Policy for Higher Buildings*, this rezoning application, if approved at a height of 167.6 m (550 ft.), will generate significant community benefits and contribute to architectural excellence and the City's green building objectives. Staff are therefore supportive of the proposed height of the tower at Hornby and Drake Streets.

Hornby Street Mid-Block Tower: This portion of the site is restricted by the Queen Elizabeth Park (3.2.1) view cone which would limit building height on this site, including the rooftop mechanical, to 112.2 m (368 ft.). The application proposes an overall height of 113.5 m (372.25 ft.). Conditions in appendix B2 recommend further design development to lower the height of the Hornby Street tower such that it will respect the view cone height limitation.

Burrard Street Tower: This portion of the site is restricted by the Granville Bridge (12.1.3) view cone which restricts the building height to 55.5 m (182 ft.). The proposed building height, including the rooftop mechanical is 59.1 m (194 ft.) to the top of the mechanical parapet. Conditions in Appendix B1 recommend further design development to reduce the height of the Burrard Street tower such that it will respect the view cone height limitation.

**Form of Development**: The proposal has demonstrated the desired architectural excellence and creativity sought for the residential towers and office building, along with the higher standard of sustainability performance requirements, as outlined in the *General Policy of Higher Buildings*. The proposal will be an appealing visual terminus to Burrard Street and will contribute positively to the Vancouver's skyline. Staff recommend further design development refinement, through the development permit stage, to fully demonstrate the proposal's intention of providing high quality materials and detailing for all the buildings and the public realm.

**Public Realm**: The *General Policy for Higher Buildings* identifies the inclusion of open space, which represents a significant contribution to the downtown network of green and plaza spaces, as an important consideration. To address this requirement, the application proposes a public plaza at the corner of Burrard and Drake Streets and a mid-block connection between Burrard and Hornby Streets. These will be significant contributions to the public realm in this area of the downtown.

**Urban Design Panel** – The rezoning application and the proposed form of development evolved over the course of the application process, and were reviewed by the Urban Design Panel on three occasions receiving support on June 16, 2011 (see Appendix F). As required by the *General Policy for Higher Buildings*, the first Urban Design Panel session was a special session whereby the regular panel membership was augmented with four architects, two non-local and two local, who are well known and respected for their expertise in the design of high-rise buildings. In addition, as a component of the enhanced review process, a guest lecture was held featuring the two non-local architects, with the intent of expanding public discussion and education around architectural excellence and green design in Vancouver.

Staff recommend, subject to the Public Hearing, that the application be approved subject to the conditions in Appendix B1 and B2, which seek some additional design refinement at the development permit stage to fully demonstrate the proposal's high quality materials and detailing for the buildings and the public realm. A detailed urban design analysis is provided in

Appendix D. The form of development drawings are included in Appendix G and the development statistics in Appendix I.

## 5. Parking and Transportation

**Road Network and Circulation** – Parking and loading for the Burrard Street and Hornby Street sites are accessed off the lane, and to improve circulation for the site, an additional access is provided off of Hornby Street. Conditions in Appendices B1 and B2 require the redesign of the parking and loading access for the sites to improve access and circulation. Conditions further include the provision of a statutory right-of-way to slightly widen Drake Street to accommodate two-way traffic flow and the existing bike lane on Drake Street, and improvements to the intersections of Burrard and Hornby Streets at Drake Street.

The site is well served by alternate modes of transportation that tend to reduce the traffic impact. These include major transit corridors on Burrard, Granville and Davie Streets, Canada Line and SkyTrain stations within walking distance, and bicycle lanes on Burrard, Drake and Hornby Streets.

**Parking:** The Burrard Street site, which includes the retail and office uses, has four levels of underground parking providing a total of 177 commercial parking spaces. While this amount of commercial parking exceeds the maximum permitted under the Parking By-law, staff support the increase in this particular circumstance; four levels of underground parking are required to satisfy the minimum parking requirements and the applicant has proposed the completion of the fourth level of parking instead of a partial level.

The Hornby Street site, which includes two residential towers and commercial uses, has eight levels of underground parking providing a total of 813 parking spaces, meeting the Parking By-law requirements for both residential and commercial components.

**Loading:** Engineering staff are recommending that the application meet the Parking By-law requirements for loading, and that additional Class A loading for the residential units be provided to allow for smaller delivery, trades and moving vehicles. Conditions in Appendix B1 and B2 require the provision of a loading and operations plan for the vehicle dealerships and associated service centre facilities to ensure any impacts associated with deliveries are minimized.

**Bicycle Parking:** The application meets the requirements of the Parking By-law for bicycle spaces with a total of 1,025 spaces for the Hornby Street site and 32 spaces for the Burrard Street site. In addition, a space for a Public Bike Share station will be provided on one of the sites.

## 6. Environmental Sustainability

**Green Building Rezoning Policy** – The Green Building Rezoning Policy (adopted by Council on July 22, 2010) requires that rezoning applications received after January 31, 2011, achieve a minimum of LEED® Gold rating, including 63 LEED® points, with targeted points for energy performance, water efficiency and stormwater management; along with registration and application for certification of the project. While the original application preceded this requirement, the application included a preliminary LEED® scorecard, indicating that the

development is able to achieve LEED Gold (63 points) under the LEED Canada -NC 2009 Projects scorecard.

**General Policy for Higher Buildings** – The *General Policy for Higher Buildings* requires that all higher buildings demonstrate leadership and advances in sustainable design and energy consumption, and that they advance the City's objective for carbon neutrality for new buildings with a stated objective of achieving a 40 to 50 per cent reduction in energy consumption from 2010 levels (with a maximum energy use intensity of 115 kWhr/m<sup>2</sup>/year for the residential portion and 122 kWhr/m<sup>2</sup>/year for the office portion of the development).

Staff recommend design development at the development permit stage to fully demonstrate the design intent of the externally expressed sustainability features of the building combined with the expected energy performance. Staff are also seeking further detailed information through the development permit stage on the overall energy performance on both sites with regard to the City's reduced energy targets.

## 8. Downtown South Houses

This rezoning application includes the sites at 1243 and 1251 Hornby Street which are currently occupied by two historic houses proposed to be demolished (see Appendix E). These houses are not listed on the Vancouver Heritage Register, but a Statement of Significance for each building has been prepared and is included in Appendix E.

The Downtown South area was once a predominantly single-family neighbourhood. As a part of a study approved by Council in 2005, the remaining seventeen pre-Second World War houses that existed in the area at that time were reviewed by heritage staff and the Vancouver Heritage Commission to assess their value. The study concluded that all seventeen houses are valued as increasingly rare examples of the area's early development and that the remaining unlisted houses are supported for addition to the Vancouver Heritage Register. Of those seventeen houses, ten are now protected heritage properties, two have been demolished, and the remaining five (including 1243 and 1251 Hornby Street) have no heritage protection. A summary of the status of all of the seventeen houses is included in Appendix E.

Staff explored a number of development options which involved the retention of the houses at 1243 and 1251 Hornby Street, including relocation of the houses on or off the site. It was concluded that on-site retention was not viable given the intensity, scale and mix of proposed development on the Hornby Street site. Further, no off-site relocation site for the houses has been identified to date.

To compensate for the loss of the houses, the property owner has agreed to purchase an amount of transferable heritage amenity, valued at \$6,873,100, as part of the public benefit proposal (see Appendix H). The form of development and the proposal for an allocation of heritage amenity (acquisition of heritage density) were reviewed by the Vancouver Heritage Commission on July 11, 2011; the Commission noted that while the loss of the houses would be regrettable, the reduction of the Heritage Amenity Bank would offset, in a more general way, the rehabilitation and protection of other heritage resources across the City. Accordingly, staff are supportive of the heritage approach proposed in this application, subject to approval of this rezoning.

In addition, conditions of development approval in Appendix B2 include that the houses be documented, and that, to maximize the opportunity for alternatives to demolition, the owner provide a letter agreeing not to demolish the houses until necessary to allow construction. Further consideration to explore salvage and/or deconstruction of the houses is also proposed.

### ***PUBLIC INPUT***

**Public Notification** – Rezoning information signs were installed on the sites on April 6, 2011. Notification and application information, as well as an online comment form, were provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)). Two community open houses were held on April 14, 2011 and June 24, 2013. Notice of the rezoning application and an invitation to the community open houses were mailed to surrounding property owners, as well as to non-owner occupants as unaddressed airmail. A total of over 12,000 notifications were distributed in advance of each event. Approximately 12 people attended the first open house and 77 attended the second open house.

**Public Response and Comments** – During the course of the application review process, the City received approximately 65 written responses to this rezoning application.

Those who supported the application felt that the proposal would benefit the area and generally viewed the design positively. There was also support for the proposed grocery store and office space, and for the pedestrian walkway through the sites.

Concerns were expressed about the proposed 167.6 m (550 ft.) residential tower at Hornby and Drake Streets, indicating that the height is out of scale with the surroundings, that it will lead to a loss of views, shadow streets and residences, and that it is not consistent with the dome-shaped skyline policy for downtown. There were also concerns expressed about increased traffic and noise, and the existing amount of downtown construction. In addition, there were suggestions that there should be a greater proportion of rental in the project and concerns about the loss of the two older homes on the site.

A more detailed summary of public comments on this application is provided in Appendix F.

### ***PUBLIC BENEFITS***

In response to City policies which address changes in land use and density, this application, if approved, can be expected to realize the following public benefits.

#### **Required Public Benefits**

**Development Cost Levies (DCL)** – Development Cost Levies (DCL) collected from new development help pay for facilities made necessary by growth including parks, childcare facilities, replacement social housing and engineering infrastructure. The rezoning sites are in the Downtown South DCL District. The proposed commercial and residential uses, including the market rental housing, will be subject to DCL charges at a rate of \$186.61/m<sup>2</sup> (\$17.34/sf), reflecting the annual inflationary increase of DCLs which took place on September 30, 2013. It is anticipated that the new aggregate floor area of 87,145.7 m<sup>2</sup> (938,059 sq. ft.), will generate DCLs of approximately \$16,265,943. DCLs for each site are

payable at building permit issuance and the rates are subject to Council approval of an annual inflationary adjustment which takes place each year on September 30.

**Public Art Program** — The Public Art Program requires all newly rezoned developments having a floor area of 9,290 m<sup>2</sup> (100,000 sq. ft.) or greater to commission public art or provide cash in lieu. Public art budgets are based on a formula of \$1.81 times each square foot of area contributing to the total FSR calculation. For the Burrard Street site, with approximately 19,715.4 m<sup>2</sup> (212,222 sq. ft.) proposed in the rezoning, a public art budget of approximately \$384,122 would be anticipated. For the Hornby Street site, with approximately 67,430 m<sup>2</sup> (725,837 sq. ft.) proposed in the rezoning, a public art budget of approximately \$1,313,765 would be anticipated. The public art contribution would be secured as a condition of by-law enactment for each of the sites.

### Offered Public Benefits

**Rental Housing** — As part of the proposed development, 87 units of secured market rental housing (non-stratified), with a total floor area of 4,578.7 m<sup>2</sup> (49,286 sq. ft.), are proposed. This application has not been submitted under the City's rental housing programs and no incentives are being requested. The public benefit accruing from these units is their contribution to Vancouver's rental housing stock for the life of the building or 60 years, whichever is greater. If this rezoning application is approved, the rental housing would be secured through a Housing Agreement with the City, and would be subject to the conditions noted in Appendix B2.

**Heritage Conservation** — In accordance with the City's *Transfer of Density Policy*, the applicant has offered to purchase heritage amenity with a value of \$6,872,028 — equivalent to approximately 9,823 m<sup>2</sup> (105,723 sq. ft.) of floor area. This purchase would help support City-wide heritage conservation by contributing to the reduction of the Heritage Amenity Bank. Staff support this allocation towards heritage amenity as part of the public benefits associated with this application and, if this application is referred to Public Hearing, a letter of intent (Letter A) must be submitted prior to the Public Hearing.

**Community Amenity Contribution (CAC)** — In the context of the City's *Financing Growth Policy*, an offer of a Community Amenity Contribution from the owner of a rezoning site to address the impacts of rezoning can be anticipated. Such a CAC is typically made through the provision of either on-site amenities or a cash contribution towards other public benefits in the neighbourhood. Contributions are negotiated and are evaluated by staff in light of the increase in land value expected to result from rezoning approval.

For this proposed development the applicant has offered a CAC cash contribution valued at \$15,815,550 which staff recommend be allocated towards local and City-wide needs as follows:

- \$7 million towards the funding of a future community centre for Qmunity, for the lesbian, gay, bi-sexual, transgender and queer (LGBTQ) community;
- \$4 million towards public realm improvements including the Comox-Helmcken Greenway and improved bicycle/pedestrian facilities over the Burrard Bridge and/or connections to improved bicycle/pedestrian facilities over the Granville Bridge; and
- \$2 million towards the completion of cultural facilities that serve local and/or City-wide needs; and

- \$2,815,550 contribution towards parks in Downtown South.

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

Real Estate Services staff have reviewed the applicant's development pro forma for this rezoning application and have concluded that the CAC offered by the property owner is appropriate, and recommend that the offer be accepted.

A summary of the public benefits is provided in Appendix H.

### Implications/Related Issues/Risk (if applicable)

#### *Financial*

As noted in the section on Public Benefits, the applicant has offered a cash CAC of \$15.8 million to be allocated as follows:

- \$7 million towards the future Qmunity Centre;
- \$4 million towards public realm improvements including the Comox-Helmcken Greenway and improved bicycle/pedestrian facilities over the Burrard Bridge and/or connections to improved bicycle/pedestrian facilities over the Granville Bridge;
- \$2 million towards completion of cultural facilities that serve local and/or City-wide needs; and
- \$2.8 million towards parks in Downtown South.

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

In addition to the cash CAC, the applicant has offered to purchase heritage amenity with a value of \$6,872,000, which is equivalent to approximately 9,823 m<sup>2</sup> (105,723 sq. ft.) of floor area. This purchase would help support City-wide heritage conservation by contributing to the reduction of the Heritage Amenity Bank.

If the rezoning application is approved, the applicant will be required to provide public art on site at an estimated value of \$1,697,887, noting that the applicant has the option to make a cash contribution to the City for off-site public art.

The site is within the Downtown South DCL District. If the rezoning application is approved, it is anticipated that the applicant will pay approximately \$16,265,943 in DCLs.

The proposed market rental housing, to be secured through a Housing Agreement for the life of the building or 60 years, whichever is greater, will be privately owned and operated.

#### **Social**

As part of the CAC, a contribution of \$7 million towards the funding of a relocated and renewed facility for Qmunity is recommended. Reaching 35,000 service contacts annually, Qmunity has been a valuable resource to the lesbian, gay, bi-sexual, transgender and queer

(LGBTQ) community since 1979. However, their capacity and programs are limited by their facility constraints.

The intent of the funding is to replace Qmunity's current space which is undersized at 371.6 m<sup>2</sup> (4,000 sq. ft.), poorly designed and is not wheelchair accessible, all of which limit public accessibility. As such, Qmunity is forced to lease wheelchair-accessible programming space outside of its own facility to better serve the LGBTQ community. Qmunity requires relocation and expansion to continue serving their age-diverse, culturally-diverse, and gender variant community within a safe and accessible community facility.

The draft West End Community Plan (2013) recognizes the need for relocating Qmunity to a highly visible, purpose-built facility in the Davie Village. This is expected within a 10 year timeframe with a recommended allocation of \$10 million dollars of developer contributions through CACs (of which approximately \$7 million would be for tenant improvements and \$3 million would be for land), to renew Qmunity as a queer resource centre. Opportunities to co-locate Qmunity with other community and/or civic uses in Davie Village will be explored.

### *CONCLUSION*

Staff assessment of this rezoning application has concluded that the proposed land uses, density and height are supported, and that the public benefits of this project would provide a significant contribution towards a number of City objectives both on- and off-site.

The General Manager of Planning and Development Services recommends that the rezoning application be referred to a Public Hearing, together with draft CD-1 By-laws generally as set out in Appendices A1 and A2. Further it is recommended that, subject to the public hearing, the application including the form of development, as shown in the plans in Appendix G, be approved in principle, subject to the applicants fulfilling the conditions of approval in Appendices B1 and B2.

\* \* \* \* \*



1262-1290 Burrard Street  
PROPOSED CD-1 BY-LAW PROVISIONS

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

**Zoning District Plan Amendment**

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

*[Schedule A is a map that will be prepared for the draft by-law, and to be posted prior to the Public Hearing.]*

**Uses**

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (\_\_\_\_).
- 2.2 Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in the By-law or in a development permit, the only uses permitted and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
- (a) Cultural and Recreational Uses, limited to Artist Studio, Billiard Hall, Bowling Alley, Club, Community Centre or Neighbourhood House, Fitness Centre, Library, and Theatre;
  - (b) Institutional Uses, limited to Child Day Care Facility;
  - (c) Office Uses;
  - (d) Retail Uses, limited to Grocery or Drug Store, Retail Store, Small-scale Pharmacy, and Vehicle Dealer;
  - (e) Service Uses, limited to Barber Shop or Beauty Salon, Beauty and Wellness Centre, Laundromat or Dry Cleaning Establishment, Motor Vehicle Repair Shop, Photofinishing or Photography Studio, Repair Shop - Class B, Restaurant - Class 1; and
  - (f) Accessory Use customarily ancillary to any use permitted by this section.

**Conditions of Use**

- 3.1 On floors located at street level, except for entrances to other uses, only retail and service uses are permitted.

**Density**

- 4.1 The floor area for all uses must not exceed 19,715.4 m<sup>2</sup> [212,222 sq. ft.].

- 4.2 A minimum of 7,050.2 m<sup>2</sup> [75,890 sq. ft.] of vehicle dealer and motor vehicle repair shop must be provided, of which 4,446.0 m<sup>2</sup> [47,865 sq. ft.] must be located below grade.
- 4.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, measured to the extreme outer limits of the building.
- 4.4 Computation of floor area must exclude:
- (a) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;
  - (b) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;
- 4.5 Computation of floor area may exclude amenity areas, at the discretion of the Director of Planning or Development Permit Board, except that the exclusion must not exceed the lesser of 20 % of the permitted floor area or 929 m<sup>2</sup>.
- 4.6 The use of floor area excluded under section 4.4 or 4.5 must not include any purpose other than that which justified the exclusion.

### Building Height

- 5.1 The building height, measured above base surface, must not exceed 55.5 m [182 ft.] to the top of the roof, including architectural appurtenances and rooftop mechanical, except that the building may not protrude into the approved view corridors as set out in the City of Vancouver View Protection Guidelines.

\* \* \* \* \*

1229-281 Hornby Street  
PROPOSED CD-1 BY-LAW PROVISIONS

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

Zoning District Plan Amendment

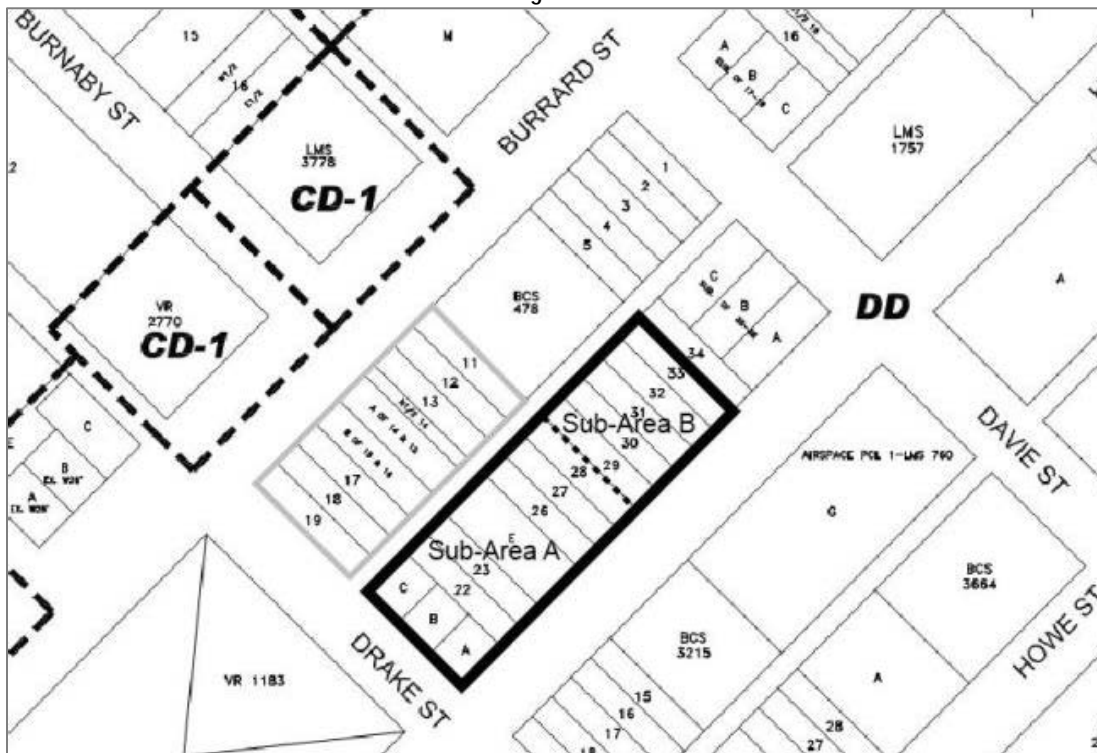
- 1.1 This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-( ) attached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

*[Schedule A is a map that will be prepared for the draft by-law, and to be posted prior to the Public Hearing.]*

Sub-Areas

- 2.1 The site is to consist of two sub-areas approximately as illustrated in Figure 1, solely for the purpose of floor area and height.

Figure 1



## Uses

- 3.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 (\_\_\_).
- 3.2 Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in the By-law or in a development permit, the only uses permitted and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
- (a) Cultural and Recreational Uses, limited to Artist Studio, Billiard Hall, Bowling Alley, Club, Community Centre or Neighbourhood House, Fitness Centre, Library, and Theatre;
  - (b) Dwelling Uses;
  - (c) Institutional Uses, limited to Child Day Care Facility;
  - (d) Office Uses;
  - (e) Retail Uses, limited to Grocery or Drug Store, Retail Store, Small-scale Pharmacy, and Vehicle Dealer;
  - (f) Service Uses, limited to Barber Shop or Beauty Salon, Beauty and Wellness Centre, Laundromat or Dry Cleaning Establishment, Photofinishing or Photography Studio, Repair Shop - Class B, Restaurant - Class 1; and
  - (g) Accessory Use customarily ancillary to any use permitted by this section.

## Conditions of Use

- 4.1 The design and lay-out of at least 25 % of the dwelling units must:
- (a) be suitable for family housing;
  - (b) include two or more bedrooms; and
  - (c) comply with Council's "High Density Housing for Families with Children Guidelines".
- 4.2 On floors located at street level, except for entrances to other uses, only retail and service uses are permitted.

## Density

- 5.1 The floor area for all uses must not exceed the maximum floor area set out in the table below.

Sub-Area	Maximum Floor Area
A	44,166.1 m <sup>2</sup> [475,415 sq. ft.]
B	23,264.2 m <sup>2</sup> [250,422 sq. ft.]
Total	67,430.3 m <sup>2</sup> [725,837 sq. ft.]

- 5.2 Uses are limited as follows:
- (a) Grocery or drug store is limited to a maximum floor area of 1,858 m<sup>2</sup> [20,000 sq. ft.].
  - (b) In sub-areas A and B combined, office, retail and service uses are limited to 10,595.3 m<sup>2</sup> [114,050 sf].
  - (c) In sub-area A, a maximum of 37,934.5 m<sup>2</sup> [408,337 sq. ft.] of residential use may be provided.
  - (d) In sub-area B a maximum of 18,901.0 m<sup>2</sup> [203,455 sq. ft.] of residential use may be provided.
- 5.3 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, measured to the extreme outer limits of the building.
- 5.4 Computation of floor area must exclude:
- (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:
    - (i) the total area of all such exclusions must not exceed 12 % of the residential floor area; and
    - (ii) the balconies must not be enclosed for the life of the building.
  - (b) patios and roof gardens only if the Director of Planning first approves the design of sunroofs and walls;
  - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length; and
  - (d) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> for a dwelling unit there will be no exclusion for any of the residential storage space above base surface for that unit.
- 5.5 Computation of floor area may exclude:
- (a) amenity areas, at the discretion of the Director of Planning or Development Permit Board, except that the exclusion must not exceed the permitted floor area or 1,858 m<sup>2</sup> [20,000 sq. ft.];
  - (b) fixed external shading devices not to exceed 761.8 m<sup>2</sup> [8,200 sq. ft.]; and

- (c) a space not greater than 0.4 m<sup>2</sup> per residential unit to accommodate a heat pump system or other mechanical equipment, provided that it improves the building's overall energy performance.

5.6 The use of floor area excluded under section 5.4 or 5.5 must not include any purpose other than that which justified the exclusion.

### Building Height

6.1 The building height, measured above base surface to the top of the roof, must not exceed the maximum heights set out on the table below.

Sub-Area	Maximum Building Heights
A	167.6 m [550 ft.]
B	112.2 m [368 ft.], to the top of the roof including architectural appurtenances and rooftop mechanical, except that the building may not protrude into the approved view corridors as set out in the City of Vancouver View Protection Guidelines.

### Horizontal Angle of Daylight

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

7.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.

7.3 Measurement of the plane or planes referred to in section 7.2 must be horizontally from the centre of the bottom of each window.

7.4 If:

- (a) the Director of Planning or Development Permit Board first considers all the applicable policies and guidelines adopted by Council; and
- (b) the minimum distance of the unobstructed view is not less than 3.7 m; the Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement.

7.5 An obstruction referred to in section 7.2 means:

- (a) any part of the same building including permitted projections; or
- (b) the largest building permitted under the zoning on any site adjoining CD-1 (\_\_\_).

7.6 A habitable room referred to in section 7.1 does not include:

- (a) a bathroom; or

- (b) a kitchen whose floor area is the lesser of:
  - i) 10% or less of the total floor area of the dwelling unit, or
  - ii) 9.3 m<sup>2</sup>.

**Acoustics**

8.1 All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

Portions of dwelling units	Noise levels (Decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

\* \* \* \* \*

1262-1290 Burrard Street  
DRAFT CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

**CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by IBI/HB Architects and Bing Thom Architects, and stamped "Received City Planning Department, March 13, 2013", provided that the General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

**Urban Design – Public Realm**

- 1. Design development to provide an enhanced public realm treatment, with emphasis on pedestrian movement, that contributes to the lane and midblock pedestrian connection(s) including the provision of the enhanced visual and green wall landscape treatment of the blank wall with the adjacent property to the north.

Note to applicant: High quality public realm treatments that balance the needs of pedestrians and vehicular movements should be provided. Material treatments should consider variations of concrete finishes with limited accent pavers and a design approach that minimizes the use of bollards. Other public realm features, such as landscaping, seating opportunities, patio spaces need to be considered. Location of ventilation grates in key public realm areas are to be avoided. Features that are on City streets and lanes require a separate application to Engineering.

- 2. Design development to the Burrard/Drake corner plaza area to further strengthen the pedestrian amenity of the plaza including the provision of public seating and landscaping treatments.

Note to applicant: The plaza design needs to be considered as an extension of the public realm, rather than as an opportunity for vehicle display. Location of ventilation grates in key public realm areas are to be avoided.

- 3. Design development to ensure a seamless transition from the public to private realm.

Note to applicant: High quality, special paving is encouraged on private property, the strategy should anticipate a seamless and compatible material transition



from standard paving on city sidewalks. Special paving on private property should be constructed to ensure long term stability and respect the principles of universal design. Location of ventilation grates in key public realm areas are to be avoided.

4. Design development and provision of a conceptual lighting strategy and implementation plan to enhance the proposed public realm environment.

#### Urban Design - Tower B - Commercial Building - Burrard Street Site

5. Design development to maintain and further refine the high quality materials indicated for the office tower (curved non-faceted curtain wall with both fritted and highly transparent glazing) and to maintain the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing.
6. Design development to confirm and demonstrate the role and purpose of the enclosed bridge connection as a key component in delivering the building(s) energy performance requirements.

Note to applicant: In order to transfer energy between the two development sites, other locations such as a below grade should be also considered. If the enclosed elevated bridge connection between Tower A and Tower C is pursued, design development is required to enhance its architectural expression combined with a high degree of transparency.

7. Design development to ensure service equipment including window washing infrastructure, cell tower and antennae elements do not incur into the public view cone.
8. Design development to enhance and maintain the green roof treatments.
9. Design development to the ground-oriented storefront, display and weather protection systems to ensure variety and pedestrian interest in the expression of tenant frontages.
10. Provision of a conceptual signage strategy to ensure a well-conceived and disciplined approach to announcing tenancy.

Note to applicant: The strategy should confirm general signage hierarchy, location and type. Back lit box signs are not supported.

#### Sustainability

11. Identification on the plans and elevations of the built elements contributing to the buildings' sustainability performance as required by the Green Buildings Policy for Rezonings for LEED® Gold including six optimize energy performance points, one water efficiency point, and one storm water point.

Note to applicant: Provide a LEED® checklist confirming the above and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and application for certification of the project is also required under the policy.

12. Confirmation that the proposed buildings will achieve a maximum energy use intensity of 115 kWhr/m<sup>2</sup>/year for the residential portion and 122 kWhr/m<sup>2</sup>/year for the office portion of the development.

#### **Crime Prevention Through Environmental Design (CPTED)**

13. Design development to respond to CPTED principles, having particular regards for:
  - (a) theft in the underground parking;
  - (b) residential break and enter;
  - (c) mail theft; and
  - (d) mischief in alcove and vandalism, such as graffiti.

Note to applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings. Consultation with the social housing operators and Park Board staff with experience of the more specific CPTED risks in this area is recommended, and should be included the response to this condition.

#### **Landscape**

14. Design development of the public realm landscape treatment to provide high-quality and welcoming outdoor open spaces with substantial greenery and amenities around the perimeter and into the interior of the block to benefit the pedestrian experience.
15. Provision of a high-efficiency (drip) irrigation system for all planted rooftops, at common areas at all building locations and hose bibs in private patios 100 sq. ft. or greater.
16. Maximize green roof plantings on structures.
17. Provision of maximum growing medium depth (to exceed BCLNA standards) for all landscaped planters on structures to maximize rooting potential of trees, shrubs and other plant material.
18. Utilities to be located, integrated, and fully screened in a manner which minimizes their impact on the architectural expression and the building's open space and public realm.
19. Proposed plantings consistent with the City of Vancouver Waterwise Planting Guidelines.

20. Provision of a legal survey.
21. Provision of a fully labelled landscape plan, sections and details at the development permit submission stage.
22. Illustration of all trees with their root ball circumference located with dashed lines on the P1 plan with note saying "Proposed tree above: refer to Ground Floor Plan and Landscape Plan and Section". The section should detail how the parkade roof slab is depressed/angled back to accommodate 3 to 4 feet of tree soil depth. The info must be on the architectural drawings as well as the landscape drawings.
23. New street trees to be provided adjacent to the development site and illustrated on the landscape plan, to be confirmed prior to issuance of the building permit.

Note to applicant: Provide a notation on the Landscape Plan, " Final spacing, quantity, tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm calliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet in length and 18 inches in depth. Call the Park Board for inspection after tree planting completion, phone: 311".

Contact Eileen Curran, Streets Engineering, ph: 604.871.6131 to confirm tree planting locations and Cabot Lyford, Park Board, ph: 604.257.8587 for tree species selection and planting requirements.

### Engineering

24. Clarification if canopies are proposed over public property and, if so, a canopy application is required. Canopies must be fully demountable and drained to the buildings internal drainage system. Canopies are defined as a rigid roof-like structure supported entirely from a building and where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56 mm in thickness (VBBL section 1A.9.8).
25. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.

Note to applicant: Pick up operations should not rely on bins being stored on the street or lane for pick-up – bins are to be returned to storage areas immediately after emptying.

### Public property landscape comments

26. Provision of smooth broom finish concrete saw cut sidewalk on all surrounding street frontages on City property. Patterning and widths as per the Downtown South "Hornby Slopes" design guidelines for the area.

Note to applicant: The widths should be expanded to 5.5 metres adjacent the grocery store and residential area.

27. Provision of pedestrian scale lighting as per the Downtown South "Hornby Slopes" design guidelines for the area.
28. Provision of street furnishings consistent with the Downtown South "Hornby Slopes" design guidelines.
29. Please place the following note on the landscape plans: "A landscape plan 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 Frank Battista at 604.873.7317 or Kevin Cavell at 604.873.7773 for details."
30. Compliance with the *Parking and Loading Design Supplement* to the satisfaction of the General Manager of Engineering Services.

Note to applicant: The following items are required to meet provisions of the Parking By-law and the parking and loading design supplement:

- a) Provision of a loading and operations plan covering the Toyota and Scion vehicle dealerships and all associated service center facilities prior to the issuance of a development permit.

Note to applicant: The plans must provide a detailed explanation of the on-site vehicle service center operations, vehicle deliveries, parts deliveries, the size of delivery vehicles used, and details and confirmation that new vehicles are stored off-site and brought to the dealership only for new vehicle preparation and customer pick-up.

- b) Provision of redesigned parking and loading access and circulation on both sites to the satisfaction of the General Manager of Engineering Services.

Note to applicant: The work must include improved loading and better separation of the parking ramp points of access within the site.

- c) Provision of truck turning movement diagrams for all loading spaces.
- d) Provide written acceptance that the maximum size truck that will serve the buildings on either site is a tractor-trailer with dimensions not to exceed a WB-12 design vehicle, and this truck size limit will form the basis for any loading management plans.
- e) Provision of an updated Transportation Study to address any changes made to the parking, loading and access as the building design evolves through the development permit stage.
- f) Clarification of the number of class A bicycle spaces proposed on each level is required.

- g) Provision of all class B bicycle spaces to be provided on-site. Should there be a desire to supply additional class B bicycle spaces on public property a separate application to the City Engineer is required and those approved spaces on public property do not apply toward the required on-site bicycle parking.

**Notes to Applicant:**

- On pages RZ4.01, 02 and 04 some of the representations of the property lines appear to have been misplotted.
- The application does not appear to provide adequate loading to meet the parking by-law requirements.

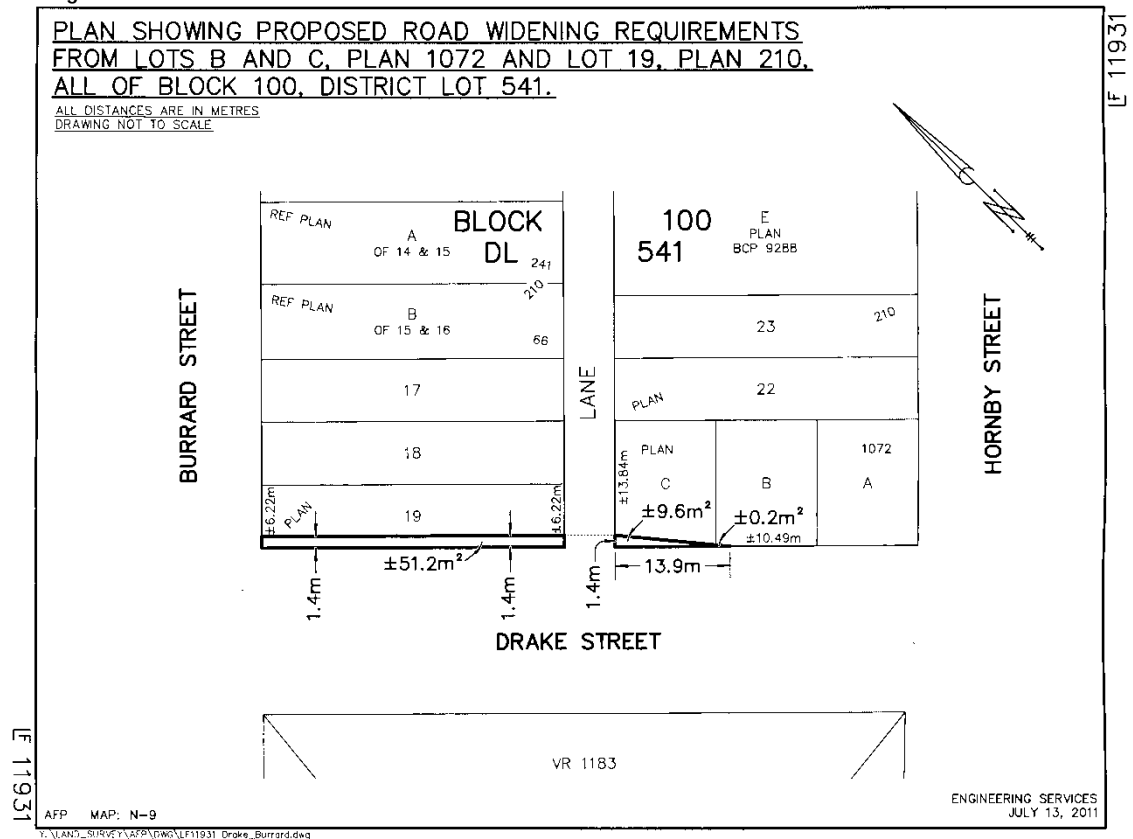
**CONDITIONS OF BY-LAW ENACTMENT**

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development Services, the Managing Director of Social Development, the General Manager of Engineering Services, the Managing Director of Cultural Services, the Director of Facility Design and Management and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

**Engineering**

1. Consolidation of Lots 11 to 13, N1/2 of 14, A (Reference Plan 241) of Lots 14 and 15, B (Reference Plan 66) of Lots 15 and 16, and Lots 17 to 19, all of Block 100, DL 541, Plan 210 to create a single parcel.
2. Provision of surface statutory rights of way for public access and road purposes over the southwesterly 1.4 metres of the site from Burrard St. to the lane, adjacent to Drake St; and over the southwesterly part of the site defined by a point measured 1.4 metres along the existing northwesterly property line from Drake street, and a point measured 13.9 metres along the southwesterly property line from the lane (see Figure 1).

Figure 1



3. Provision of a separate application to General Manager of Engineering Services, to the attention of the City Surveyor, for the proposed bridge over the lane west of Hornby Street and north of Drake Street which connects the two buildings. The application is to include drawings that detail the bridge location and elevation above the lane and must clearly indicate that the bridge will be fully demountable and not be required for any code or by-law compliance needs. Written confirmations accepting the proposal from all affected utility companies is required.

Note to applicant: For an example of a typical bridge agreement please see Land Title Office registered agreement BB453624-629.

4. Provision of a statutory right of way to accommodate a Public Bike Share Station (PBS).

Size: A station with a size of 28 m x 4 m or 13 m x 7.5 m must be accommodated. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m. The 2 m maneuvering space may be shared with pedestrian space.

Location: The station must be located on private property while still clearly visible to the public with 24/7 public access.

**Surface treatment:** A hard surface is required with no utility access points within 150 mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.

**Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.

**Sun exposure:** No vertical obstructions, to maximize sun exposure, as station operates on solar power. Ideally the station should receive five hours of direct sunlight a day.

**Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station with the development responsible for the on-going supply and cost of electricity to the PBS station.

5. Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided. The Services Agreement is to include a provision for delivery of the necessary works for each phase of the development to ensure proper building operations.
  - (a) Provision of modifications to the lane radii at the Drake Street and Davie Street lane entries to the block. A review of the turning radii of the largest trucks expected to serve the site is required with modification of the turning radii to accommodate the vehicles is required. Work to include all utility relocations and infrastructure adjustments necessary to achieve the desired radii including wood poles and utility facilities within the lane right of way where required.
  - (b) Provision of improvements to the intersection of Drake Street and Burrard Street to accommodate two-way traffic flow on Drake Street. Works shall include but are not limited to the conversion of the existing signal to a full traffic signal, the installation of countdown timers, curb and pavement adjustments to accommodate two-way traffic on Drake Street and traffic calming along the lane south of Burnaby Street west of Burrard Street.
  - (c) Provision of improvements to the intersection of Drake Street and Hornby Street. Works may include but are not limited to the installation of countdown timers and audible signals, and adjustments to accommodate two-way traffic on Drake Street.

- (d) Provision of a review of the existing street lighting surrounding the site to determine if they meet current lighting standards and upgrading of the lighting should it not meet standards.
  - (e) Provision of Burrard Street ceremonial treatments and standard commercial sidewalk treatments adjacent the Burrard Street site.
  - (f) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicants' mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.
  - (g) Provision of adequate sewer service to meet the drainage demands of the project. The current application lacks the details to determine if sewer main upgrading is required. Please supply project details including gross floor area and expected fixture counts determined by the applicants' mechanical consultant to determine if sewer system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any sewer system upgrading that may be required.
  - (h) Provision of relocated wood poles in the lane east of Burrard Street between Davie and Drake Streets to accommodate all vehicular operations and access to and from the lane. Should pole relocation result in elimination of lane lighting then provision of lane lighting is also required.
6. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.



### Public Art

7. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to applicant: Please contact Bryan Newson, Program Manager, 604.871.6002, to discuss your application

### Soils Agreement

8. If applicable:
  - (a) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
  - (b) As required by the Manager of Environmental Planning 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 Planning 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 Planning, the General Manager of Engineering Services and the Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

### Community Amenity Contribution (CAC)

9. Deliver, prior to enactment of the rezoning by-law, the Community Amenity Contribution of \$15,815,550 which the developer has offered to the City, to be allocated as follows:
  - \$7 million towards the funding of the future Community Centre;
  - \$4 million towards public realm improvements including the Comox-Helmcken Greenway and improved bicycle/pedestrian facilities over the Burrard Bridge and/or connections to improved bicycle/pedestrian facilities over the Granville Bridge; and
  - \$2 million towards the completion of cultural facilities; and
  - \$2,815,550 contribution towards park acquisition in Downtown South.

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

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

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

\* \* \* \* \*

1229-1281 Hornby Street  
DRAFT CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

**CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT**

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by IBI/HB Architects and Bing Thom Architects, and stamped "Received City Planning Department, March 13, 2013", provided that the General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

**Urban Design – Public Realm**

1. Design development to provide an enhanced public realm treatment, with emphasis on pedestrian movement, that contributes to the lane and midblock pedestrian connection(s) including the provision of the enhanced visual and green wall landscape treatment of the blank wall with the adjacent property to the north.

Note to applicant: High quality public realm treatments that balance the needs of pedestrians and vehicular movements should be provided. Material treatments should consider variations of concrete finishes with limited accent pavers and a design approach that minimizes the use of bollards. Other public realm features, such as landscaping, seating opportunities, patio spaces need to be considered. Location of ventilation grates in key public realm areas are to be avoided. Features that are on City streets and lanes require a separate application to Engineering.

2. Design development to ensure a seamless transition from the public to private realm.

Note to Applicant: High quality, special paving is encouraged on private property. The strategy should anticipate a seamless and compatible material transition from standard paving on city sidewalks. Special paving on private property should be constructed to ensure long term stability and respect the principles of universal design. Location of ventilation grates in key public realm areas are to be avoided.

3. Design development and provision of a conceptual lighting strategy and implementation plan to enhance the proposed public realm environment.

#### Urban Design – Hornby Street Site – Mixed-Use Buildings

4. Design development to maintain and further refine the high quality materials indicated for the residential towers and podium (integrated white concrete grid, fritted and transparent glazing, horizontal and vertical fins, thermally enhanced slab construction, glazed balustrades) and to maintain the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing necessary to accomplish and construct the proposed design aesthetic with exceptional detailing.
5. Design development to the upper portion of the building (tower in sub-area A) to further refine and enhance its architectural contribution to the city skyline and the public view cone.
6. Design development to ensure service equipment including window washing infrastructure, cell tower and antennae elements do not incur into the public view cone(s).
7. Design development to the covered breezeway connection to enhance its function as a pedestrian connection by minimizing the amount of loading and parking access provided directly off the breezeway, through the relocation of loading and parking access to the lane.

Note to applicant: In addition, enhanced soffit and lighting treatments should be provided.

8. Design development to confirm and demonstrate the role and purpose of the enclosed bridge connection as a key component in delivering the building(s) energy performance requirements.

Note to applicant: In order to transfer energy between the two development sites, other locations such as a below grade should be also considered. If the enclosed elevated bridge connection between the tower in sub-area A and the tower on the Burrard Street site is pursued, design development is required to enhance its architectural expression combined with a high degree of transparency.

9. Design development to the ground-oriented storefront, display and weather protection systems to ensure variety and pedestrian interest in the expression of tenant frontages.
10. Provision of a conceptual signage strategy to ensure a well-conceived and disciplined approach to announcing tenancy.

Note to applicant: The strategy should confirm general signage hierarchy, location and type. Back lit box signs are not supported.

11. Design development to provide a 1.8 m (6 ft.) public realm setback along the Hornby Street frontage.

Note to applicant: The Downtown South Guidelines for the Hornby slopes calls for a 1.8 m (6 ft.) enhanced public realm setback. Building mass should be setback above the required setback so that the building mass does not overwhelm the public realm. Consideration can be given to accommodate the slanting glass feature of the podium.

### Sustainability

12. Identification on the plans and elevations of the built elements contributing to the buildings' sustainability performance as required by the Green Buildings Policy for Rezonings for LEED® Gold including six optimize energy performance points, one water efficiency point, and one storm water point.

Note to applicant: Provide a LEED® checklist confirming the above and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development, and notation of the features on the plans and elevations. The checklist and description should be incorporated into the drawing set. Registration and application for certification of the project is also required under the policy.

13. Confirmation that the proposed buildings will achieve a maximum energy use intensity of 115 kWhr/m<sup>2</sup>/year for the residential portion and 122 kWhr/m<sup>2</sup>/year for the office portion of the development.

### Crime Prevention Through Environmental Design (CPTED)

14. Design development to respond to CPTED principles, having particular regards for:
  - a) theft in the underground parking;
  - b) residential break and enter;
  - c) mail theft; and
  - d) mischief in alcove and vandalism, such as graffiti.

Note to applicant: Building features proposed in response to this condition should be noted on the plans and elevations. Consider use of a legend or key to features on the drawings. Consultation with the social housing operators and Park Board staff with experience of the more specific CPTED risks in this area is recommended, and should be included the response to this condition.

### Landscape

15. Design development of the public realm landscape treatment to provide high-quality and welcoming outdoor open spaces with substantial greenery and

amenities around the perimeter and into the interior of the block to benefit the pedestrian experience.

16. Provision of a high-efficiency (drip) irrigation system for all planted rooftops, at common areas at all building locations and hose bibs in private patios 100 sq. ft. or greater.
17. Provision of opportunities and infrastructure to support urban agriculture on common amenity roof decks.

Note to applicant: This includes garden plots, social gathering space, on-site composting, tool storage, hose bibs and potting benches which support urban agricultural activity in accordance with the "Urban Agriculture Guidelines for the Private Realm." Consideration should be given to a rainwater collection system to assist with irrigation.

18. Maximize green roof plantings on structures.
19. Provision of maximum growing medium depth (to exceed BCLNA standards) for all landscaped planters on structures to maximize rooting potential of trees, shrubs and other plant material.
20. Utilities to be located, integrated, and fully screened in a manner which minimizes their impact on the architectural expression and the building's open space and public realm.
21. Proposed plantings consistent with the *City of Vancouver Waterwise Planting Guidelines*.
22. Provision of a legal survey.
23. Provision of a fully labelled landscape plan, sections and details at the development permit submission stage.
24. Illustration of all trees with their root ball circumference located with dashed lines on the P1 plan with note saying "Proposed tree above: refer to Ground Floor Plan and Landscape Plan and Section". The section should detail how the parkade roof slab is depressed/ angled back to accommodate 3 to 4 feet of tree soil depth. The info must be on the architectural drawings as well as the landscape drawings.
25. New street trees to be provided adjacent to the development site and illustrated on the landscape plan, to be confirmed prior to issuance of the building permit.

Note to applicant: Provide a notation on the landscape plan, " Final spacing, quantity, tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm calliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet in length and 18 inches in depth. Call the Park Board for inspection after tree planting completion, phone: 311".

Contact Eileen Curran, Streets Engineering, ph: 604.871.6131 to confirm tree planting locations and Cabot Lyford, Park Board, ph: 604.257.8587 for tree species selection and planting requirements.

### Engineering

26. Clarification if any of the proposed car share vehicles are being used to meet the parking by-law requirements; if so, arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a standard car share agreement are required.

Note to applicant: A letter of intent from a car share company indicating they are agreeable to supplying the stated number of car share vehicles at occupancy is required.

27. Clarification if canopies are proposed over public property and if so a canopy application is required. Canopies must be fully demountable and drained to the buildings internal drainage system. Canopies are defined as a rigid roof-like structure supported entirely from a building and where the canopy deck is constructed of wired or laminated safety glass or metal not less than 0.56mm in thickness (VBBL section 1A.9.8).

28. Confirmation that there is adequate garbage storage and recycling space for the grocery store is required.

29. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.

Note to applicant: Pick up operations should not rely on bins being stored on the street or lane for pick-up – bins are to be returned to storage areas immediately after emptying.

30. Provision of a standard concrete boulevard crossing at the Hornby Street access.

Note to applicant: A crossing application is required.

### Public property landscape comments

31. Provision of smooth broom finish concrete saw cut sidewalk on all surrounding street frontages on City property. Patterning and widths as per the Downtown South "Hornby Slopes" design guidelines for the area.

Note to applicant: The widths should be expanded to 5.5 metres adjacent the grocery store and residential area.

32. Provision of pedestrian scale lighting as per the Downtown South "Hornby Slopes" design guidelines for the area.

33. Provision of street furnishings consistent with the Downtown South "Hornby Slopes" design guidelines.

34. Please place the following note on the landscape plans: "A landscape plan 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 Frank Battista at 604.873.7317 or Kevin Cavell at 604.873.7773 for details."
35. Compliance with the *Parking and Loading Design Supplement* to the satisfaction of the General Manager of Engineering Services.

Note to applicant: The following items are required to meet provisions of the parking by-law and the parking and loading design supplement:

- a) Provision of a loading and operations plan covering the Toyota and Scion vehicle dealerships and all associated service center facilities prior to the issuance of a development permit.

Note to applicant: The plans must provide a detailed explanation of the on-site vehicle service center operations, vehicle deliveries, parts deliveries, the size of delivery vehicles used, and details and confirmation that new vehicles are stored off-site and brought to the dealership only for new vehicle prep & customer pick-up.

- b) Provision of a loading management plan to the satisfaction of the General Manager of Engineering Services for the proposed grocery store use prior to issuance of a development permit. The loading management plan must address but not be limited to a timetable for truck delivery, truck routing, and loading management practices and procedures.

Note to applicant: A Class C (semi-trailer) truck proposed by the applicant is not required based upon the loading requirements for a 1,669 m<sup>2</sup> grocery store in the Parking By-Law.

- c) Provision of redesigned parking and loading access and circulation on both sites to the satisfaction of the General Manager of Engineering Services.

Note to applicant: The work must include improved loading and better separation of the parking ramp points of access within the site.

- d) Provision of truck turning movement diagrams for all loading spaces.
- e) Provide written acceptance that the maximum size truck that will serve the buildings on either site is a tractor-trailer with dimensions not to exceed a WB-12 design vehicle, and this truck size limit will form the basis for any loading management plans.
- f) Provision of an updated transportation study to address any changes made to the parking, loading and access as the building design evolves through the development permit stage.



- g) Provision of Class A bicycle storage as per the Parking By-law. The applicant has proposed that bicycle storage for Towers A and C be divided between 5 parking levels with the bulk of the storage on the P1 Mezzanine. In order to make this work effectively the applicant will need to provide a dedicated bicycle elevator for each tower with direct access to the street, lane or interior mews.
- h) Clarification of the number of class A bicycle spaces proposed on each level is required.
- i) Provision of all class B bicycle spaces to be provided on-site. Should there be a desire to supply additional class B bicycle spaces on public property a separate application to the City Engineer is required and those approved spaces on public property do not apply toward the required on-site bicycle parking.

#### Notes to Applicant

- On page R Z1.00 the legal description for some of the Hornby Street Lots is incorrect: only Lots A, B and C are under Plan 1072: the legal description for Lot E must include Plan BCP9288, and that for Lots 22,23, and 26 to 33 must include Plan 210.
- On pages RZ4.01, 02 and 04 some of the representations of the property lines appear to have been misplotted.
- The application does not appear to provide adequate loading to meet the parking by-law requirements.

#### Heritage

- 36. Provision of an "as-built" set of drawings with photo analysis of the existing houses at 1241 and 1253 Hornby Street for archival records.
- 37. Provision of a letter, signed by the property owner, which states that an application to demolish the houses at 1243 and 1251 Street will not be submitted until necessary for construction of the new development.
- 38. Provision of a letter, signed by the property owner, which states that they will seek opportunities to allow for relocation, or salvage and/or deconstruction of the houses at 1243 and 1251 Hornby Street.

#### CONDITIONS OF BY-LAW ENACTMENT

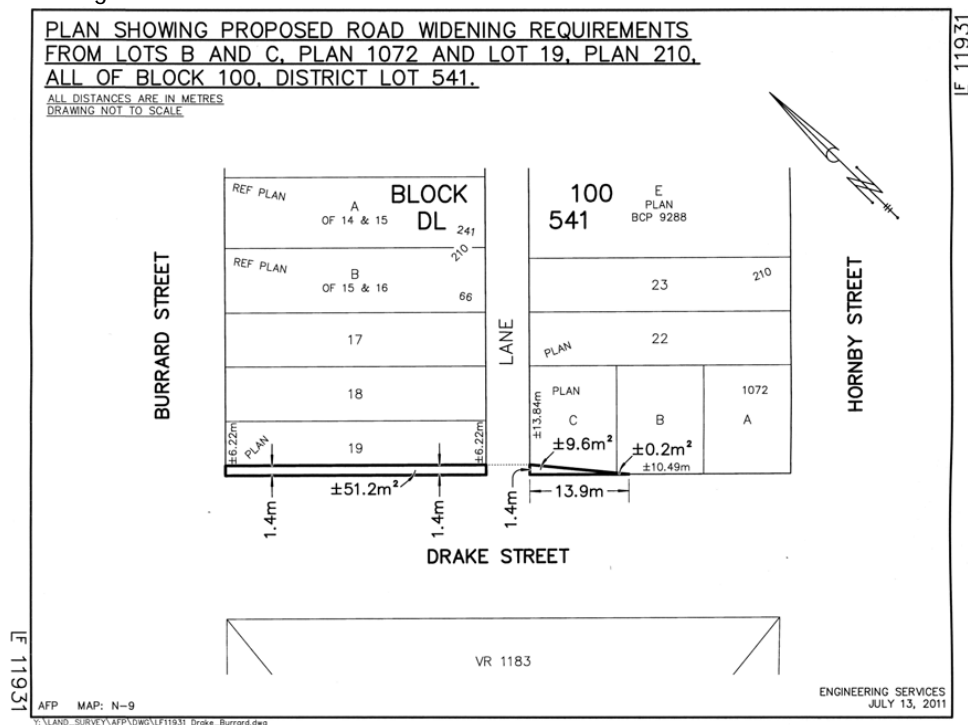
- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning and Development Services, the Managing Director of Social Development, the General Manager of Engineering Services, the Managing Director of Cultural Services, the Director of Facility Design and Management and the Approving Officer, as

necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

### Engineering

1. Consolidation of Lots 22, 23, and 26 to 33, Plan 210; Lots A, B, and C, Plan 1072; and Lot E, Plan BCP9288; all of Block 100, DL 541 to create a single parcel.
2. Provision of surface statutory rights of way for public access and road purposes over the southwesterly 1.4 metres of the site from Burrard St. to the lane, adjacent to Drake St; and over the southwesterly part of the site defined by a point measured 1.4 metres along the existing northwesterly property line from Drake street, and a point measured 13.9 metres along the southwesterly property line from the lane (see Diagram 1)

Diagram 1



3. Provision of a separate application to General Manager of Engineering Services, to the attention of the City Surveyor, for the proposed bridge over the lane west of Hornby Street and north of Drake Street which connects the two buildings. The application is to include drawings that detail the bridge location and elevation above the lane and must clearly indicate that the bridge will be fully demountable and not be required for any code or by-law compliance needs. Written confirmations accepting the proposal from all affected utility companies is required.

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Location: The station must be located on private property while still clearly visible to the public with 24/7 public access.

Surface treatment: A hard surface is required with no utility access points within 150mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.

Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.

Sun exposure: No vertical obstructions, to maximize sun exposure, as station operates on solar power. Ideally the station should receive five hours of direct sunlight a day.

Power: Provision of an electrical service and electrical power is to be available in close proximity to the PBS station with the development responsible for the on-going supply and cost of electricity to the PBS station.

5. Release of Easement & Indemnity Agreement 421528M (for a commercial crossing) prior to building occupancy. Arrangements are to be made prior to zoning enactment with discharge prior to building occupancy. (A simple letter of undertaking to discharge will address this condition for enactment).
6. Provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided. The Services Agreement is to include a provision for delivery of the necessary works for each phase of the development to ensure proper building operations.
  - (a) Provision of modifications to the lane radii at the Drake Street and Davie Street lane entries to the block. A review of the turning radii of the largest trucks expected to serve the site is required with modification of the turning radii to accommodate the vehicles is required. Work to

include all utility relocations and infrastructure adjustments necessary to achieve the desired radii including wood poles and utility facilities within the lane right of way where required.

- (b) Provision of improvements to the intersection of Drake Street and Burrard Street to accommodate two-way traffic flow on Drake Street. Works shall include but are not limited to the conversion of the existing signal to a full traffic signal, the installation of countdown timers, curb and pavement adjustments to accommodate two-way traffic on Drake Street and traffic calming along the lane south of Burnaby Street west of Burrard Street.
- (c) Provision of improvements to the intersection of Drake Street and Hornby Street. Works may include but are not limited to the installation of countdown timers and audible signals, and adjustments to accommodate two-way traffic on Drake Street.
- (d) Provision of a review of the existing street lighting surrounding the site to determine if they meet current lighting standards and upgrading of the lighting should it not meet standards.
- (e) Provision of Downtown South sidewalk treatments adjacent the Hornby Street site.
- (f) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicants' mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.
- (g) Provision of adequate sewer service to meet the drainage demands of the project. The current application lacks the details to determine if sewer main upgrading is required. Please supply project details including gross floor area and expected fixture counts determined by the applicants' mechanical consultant to determine if sewer system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any sewer system upgrading that may be required.
- (h) Provision of relocated wood poles in the lane east of Burrard between Davie Street and Drake Street to accommodate all vehicular operations

and access to and from the lane. Should pole relocation result in elimination of lane lighting then provision of lane lighting is also required.

7. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.

### Housing Agreement

8. Make arrangements to the satisfaction of the Managing Director of Social Development and the Director of Legal Services to enter into a Housing Agreement securing 87 residential units, with a minimum total net area of 4,578.7 m<sup>2</sup> (49,286 sq. ft.), and related parking and other amenity space, for 60 years or the life of the building, whichever is greater, as rental housing, and subject to the following additional conditions in respect of those units:
  - (a) that all such units will be contained within a separate air space parcel;
  - (b) that such air space parcel may not be subdivided by deposit of a strata plan;
  - (c) that none of such units may be separately sold;
  - (d) that none of such units will be rented for less than one month at a time;
  - (e) that the number of units may be varied at the discretion of the Managing Director of Social Development to provide for more family units; and
  - (f) on such other terms and conditions as the Managing Director of Social Development and the Director of Legal Services may in their sole discretion require.

Note to applicant: This condition to be secured by a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter.

### Heritage Density Transfer

9. Secure the purchase and transfer of 9,823.25 m<sup>2</sup> (105,740 sq. ft.) of heritage density (which has a value of \$6,873,100) from a suitable donor site.

Note to applicant: Given the stipulated value that the City attributes to transferable heritage density, currently \$65.00 per buildable square foot as of this date, the City recognizes that the Owner may negotiate its best price to secure the required density at a lower cost, but in no event shall the City recognize the value of the density above \$65.00 per buildable square foot.

Note to applicant: "Letter B" in the City's standard format is to be completed by both the owners of the subject site, also referred to as the receiver site, and the owner(s) of the donor site(s), and submitted to the City prior to enactment together with receipt(s) of heritage density purchase, including the amount, sale price, and total cost of the heritage density.

Note to applicant: In the event that Letter "B" submitted following rezoning and prior to enactment does not effect the transfer of the full amount of 9,823.25 m<sup>2</sup> (105,740 sq. ft.) of heritage density referred to in the Letter "A" and submitted prior to rezoning Public Hearing, then a cash payment in lieu (valued at \$65.00 per square foot of un-transferred heritage density) must be made prior to enactment, subject to the applicant being required to purchase a minimum of 6,478.9 m<sup>2</sup> (69,740 sq. ft.) of heritage density as a condition of development.

### Public Art

10. Execute an agreement satisfactory to the Directors of Legal Services and Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager (a checklist will be provided).

Note to applicant: Please contact Bryan Newson, Program Manager, 604.871.6002, to discuss your application

### Soils Agreement

11. If applicable:
  - (a) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
  - (b) As required by the Manager of Environmental Planning 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 Planning 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 Planning, the General Manager of Engineering Services and the Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

### Community Amenity Contribution (CAC)

12. Deliver, prior to enactment of the rezoning by-law, the Community Amenity Contribution of \$15,815,550 which the developer has offered to the City, to be allocated as follows:
- \$7 million towards the funding of the future Community Centre;
  - \$4 million towards public realm improvements including the Comox-Helmcken Greenway and improved bicycle/pedestrian facilities over the Burrard Bridge and/or connections to improved bicycle/pedestrian facilities over the Granville Bridge; and
  - \$2 million towards the completion of cultural facilities; and
  - \$2,815,550 contribution towards park acquisition in Downtown South.

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

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

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

\* \* \* \* \*

1262-1290 Burrard Street and 1229-1281 Hornby Street  
CONSEQUENTIAL BY-LAW AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

Amend Schedule E (Comprehensive Development Areas) by adding the following:

"1262-1290 Burrard Street [CD-1#] [By-law #] B (DD)"

"1229-1281 Hornby Street [CD-1#] [By-law #] B (DD)"

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

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

"[CD-1#] [By-law #] 1262-1290 Burrard Street"

"[CD-1#] [By-law #] 1229-1281 Hornby Street"

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

In Schedule C, Council adds:

Address	By-law No.	CD-1 No.	Parking requirements
1262-1290 Burrard Street	( )	( )	Parking, loading and bicycle spaces in accordance with by-law requirements on <i>(date of enactment of CD-1 by-law)</i> except that:  Parking spaces may exceed the maximum permitted by 37 commercial parking stalls.
1229-1281 Hornby Street	( )	( )	Parking, loading and bicycle spaces in accordance with by-law requirements on <i>(date of enactment of CD-1 by-law)</i> except that:  Class A loading is required at a rate of 0.01 spaces for each dwelling unit up to 300 dwelling units, and at a rate of 0.008 spaces for each unit in excess of 300.



## 1262-1290 Burrard Street and 1229-1281 Hornby Street URBAN DESIGN ANALYSIS

### Sites

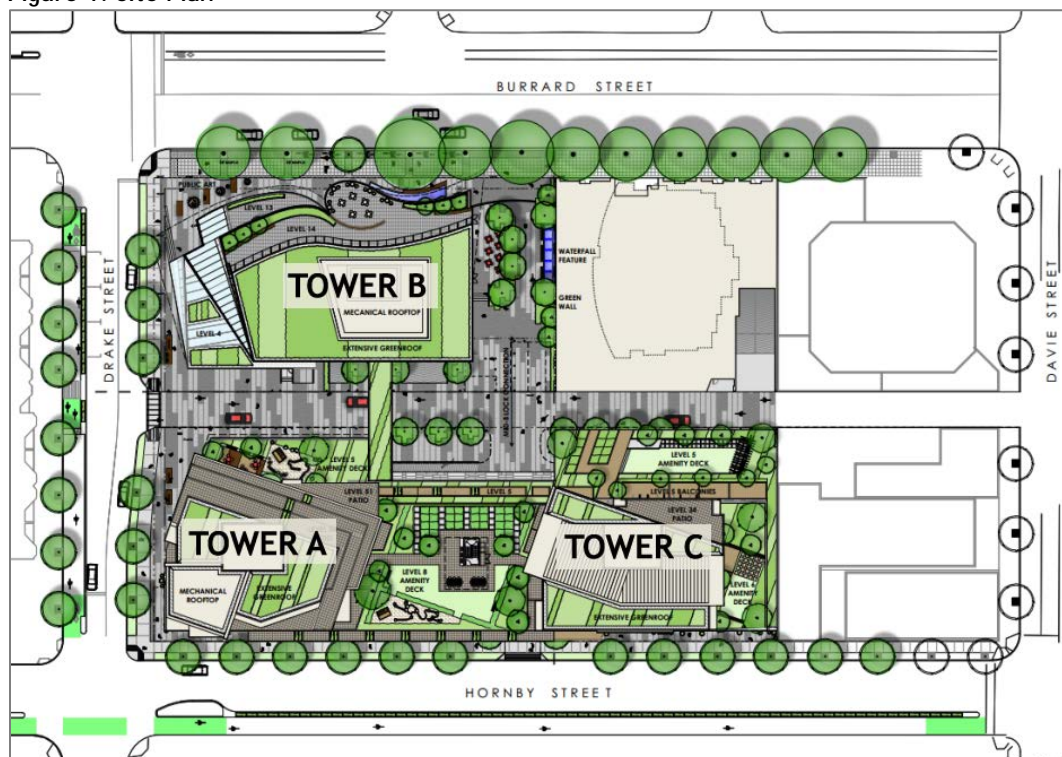
The application includes a total of 23 legal parcels bounded by Burrard Street to the west, Drake Street to the south and Hornby Street to the east. This application, if approved, would result in two consolidated sites, separated by a lane, as follows:

- a site comprised of the parcels west of the lane, from 1262 to 1290 Burrard Street, with a frontage of 68.6 m (225 ft.) along Burrard Street and 36.6 m (120 ft.) along Drake Street; and
- a site comprised of parcels east of the lane, from 1229 to 1281 Hornby Street, with a frontage of 106.7 m (350 ft.) along Hornby Street and 36.6 m (120 ft.) along Drake Street.

The current uses on the sites include a car dealership, single storey retail/service buildings, two older single family structures and surface parking.

The proposed development consists of a larger site, 1229-1281 Hornby with two residential towers (Towers A and C) and a podium with ground oriented retail. The site at 1262-1290 Burrard Street contains an office building with a car dealership at grade (Building B) (see Figure 1).

Figure 1: Site Plan

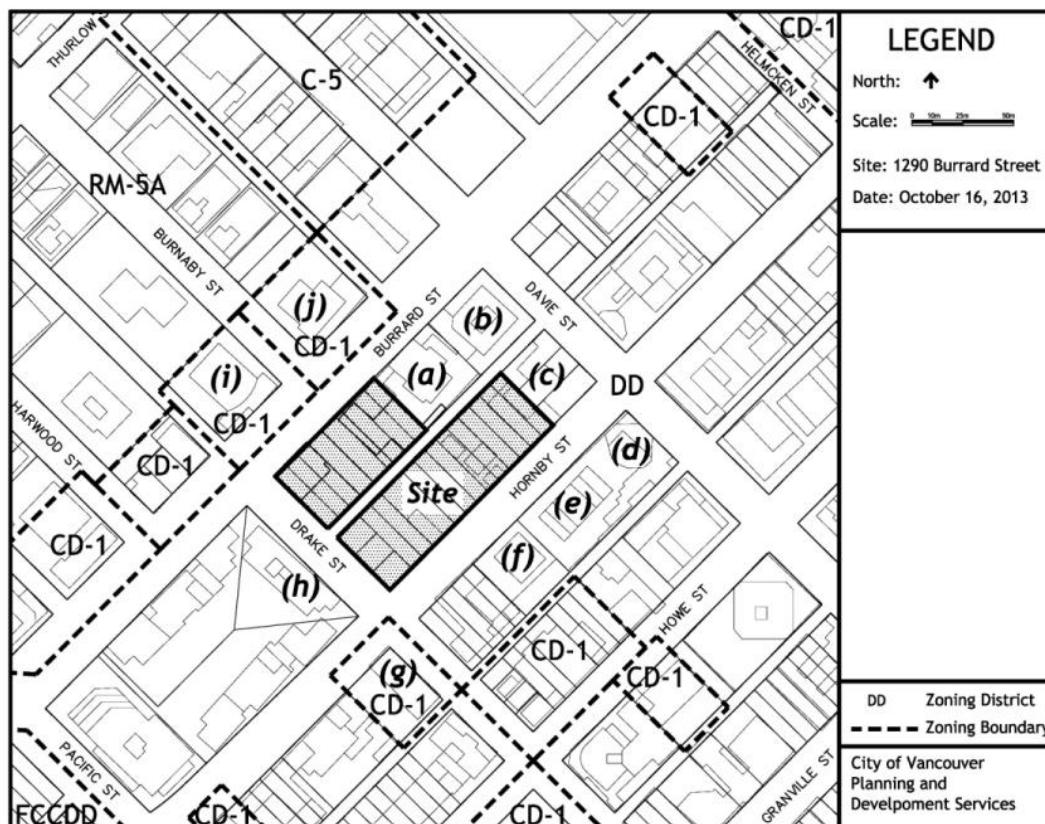


### Context

The site(s) are situated in a neighbourhood characterized by a combination of towers on retail podiums from the 1980's, small-scale commercial buildings and newer residential tower and podium developments. To the north of Hornby Street site, located at the corner of Hornby and Davie Streets are some low scale commercial buildings. Across Hornby Street is Pure (15-storey residential building) and Marriot Residence Inn Hotel (22 storeys). Across Drake Street is Anchor Point (9-storey residential building).

Immediately adjacent to the Burrard Street site, located midblock, is the Alta Dena (14-storey) residential building and at the corner of Burrard and Davie Streets is an 11-storey office building (see Figure 2). Drake, Hornby and Burrard Streets are all designated bike routes.

Figure 22: Site Context



- a) Altadena, 1238 Burrard Street - 15 storey residential building
- b) 1200 Burrard Street - 11 storey office building
- c) 900 Davie Street - 1-3 storey commercial buildings
- d) The Landis Hotel and Suites, 1200 Hornby Street - 17 storey hotel
- e) Residence Inn Marriott, 1234 Hornby Street - 22 storey hotel
- f) Pure, 1252 Hornby Street - 15 storey residential building
- g) Salt, 1308 Hornby Street - 31 storey residential building (under construction)
- h) Anchor Point, 950 Drake Street - 9 storey residential building

- i) Ellington, 1010 Burnaby Street - 19 storey residential building
- j) The Milano, 1003 Burnaby Street - 19 storey residential building
- k) Milano, 19-storeys residential building

**Current Zoning and applicable Policies and Guidelines:** The sites are located within Area "N" - Hornby Slopes of the Downtown Official Development District (DODP). In terms of height, the DODP specifies a maximum height of 91.4 m (300 ft.). Within Area "N", a density of 5.0 FSR is permitted but this density may be increased by a maximum of 10 percent without rezoning, through a transfer of heritage floor space from a heritage density bank or an alternate amount with the provision of on-site public amenities.

The Downtown South Guidelines (Area "N" - Hornby Slopes) references maximum floor plate areas of 603.9 m<sup>2</sup> (6,500 sq. ft.), tower separation of 24.4 m (80 ft.) and the provision of a street wall height between 9.1 m (30 ft.) and 21.3 m (70 ft.). The guidelines anticipate that this area will evolve from a low density mixed area into a high density residential neighbourhood, anticipating two towers located within a block frontage. The performance of building siting and massing, setbacks, streetscape, public realm and livability are all important factors to the delivery of a well-considered high density neighbourhood.

In addition to the DDODP and the Downtown South Guidelines, the development this proposal is also guided by the General Policy for Higher Buildings.

**General Policy for Higher Buildings:** This policy identifies strategic locations for the development of higher buildings, located with the downtown peninsula, which are located on one of Vancouver's three primary streets of Georgia, Burrard and Granville. The proposed site was identified as high building site in order to provide a visual terminus in alignment with the Burrard Street Bridge, with a height in the range of generally 152.4 (500 ft.).

Some of the other key objectives of the higher buildings policy are to establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and power of the city's skyline. In addition the higher buildings should demonstrate leadership and advances in sustainable design and energy consumption.

The policy also identifies other considerations, including community benefits, open space that represents a significant contribution to the downtown network of green and plaza spaces, and for buildings to minimize adverse shadowing and view impacts on the public realm including key streets, parks and plazas as well as neighbouring buildings.

**Height/Skyline/Architectural Quality and Shadow Impacts:** The proposed tower height (Tower A) is 550 ft. (167.6 m) measured to the top of the architectural parapet that screens the roof top mechanical, exceeding the General Policy for Higher Building height identified this site of 500 ft. (152.4 m). There are two key aspects to consider when addressing additional height in this area; the building's contribution to the city's skyline and shadowing impacts generated from the additional height.

Staff have assessed the additional height proposed and confirmed that the increase in height to 550 ft. (167.6 m) affords a stronger emphasis on the Burrard Street terminus that will not detract

from the broader urban design objectives embodied in the High Building Policy for achieving a legible “dome shaped” skyline.

The High Building Policy states that tower portions of buildings should be assessed based on their contribution to the city’s skyline and as a recognizable benchmark for architectural creativity. The landmark tower (Tower A) rotated 19 degrees to align with the Burrard Bridge, provides a strong visual terminus both in form and architectural expression. Tower A has a distinct expression with enough common vocabulary with the second residential tower (Tower B) that allows the two buildings to be distinct but also compatible. The execution of the building’s architecture will necessitate exceptional detailing therefore, staff are recommending detailed design development conditions to further demonstrate and secure the quality of materials and detailing presented and anticipated.

Shadow impacts on assessed on public open spaces between 10 am, noon and 2 pm, measured on the Equinox. The shadow analysis confirms that the proposed height of 167.6 m (550 ft.) will generate some shadow on the sidewalk on the north corner of Davie and Burrard Street between 1 and 2 pm (Equinox). Given the relatively small area and length of shadowing this impact is considered to be acceptable.

View Cones: The view cone affecting the Hornby Street site is View Cone 3 - Queen Elizabeth Park to Downtown Skyline and North Shore Mountains, limiting the height of any development on this site is 366 ft. (111.5 m). As a building, generally located as proposed for Tower A, was identified within the General Policy for Higher Buildings for a height of (152.4 m) 500 ft., and as noted above, staff support the proposed additional height to 167.6 m (550 ft.) given the urban design objectives achieved for this site and the minimal additional shadow impact. However, Tower C, also affected by View Cone 3, would be limited to a maximum building height including roof top mechanical of 110.6 m (363 ft.). The application proposes a height of 113.7 m (373 ft.). Staff are recommending further design development to Tower C to respect the view cone height limitation.

The view cones affecting the Burrard Street site are View Cone 12.1.2 and 12.1.3 - Granville Bridge to Crown / Grouse Mountain, restricts the height of this building to 176 ft. (53.6 m). The proposed height to the roof top mechanical is 194 ft. (59.13 m). Staff are seeking design development to reduce the height of Tower B to respect the view cone height limitation.

Green Building Performance: In addition to the Green Rezoning Policy requiring the proposal to achieve a minimum LEED Gold, the Higher Building Policy also requires that the building demonstrate leadership and advances in sustainable design and energy consumption and to advance the city’s objective for carbon neutrality for new buildings with an objective to achieve a 40 to 50 per cent reduction in energy consumption from 2010 levels that also requires a maximum energy use intensity of 115 kWhr/m<sup>2</sup>/year for the residential portion and 122 kWhr/m<sup>2</sup>/year for the office portion of the development. The applicant has provided information that the buildings will achieve LEED Gold (63 points) under the LEED Canada - NC 2009 Projects scorecard with a possible 6 points targeted for Optimized Energy Performance.

The landmark residential building design has recognized the orientation of each façade and incorporated measures as part of the overall expression of the building. These measures curtain wall system with fritted glazing, horizontal and vertical shading fins aluminum louvres sunshades, and thermally enhanced slab construction. Shading on the south-west and south-east façades

from the deep concrete grid combined with operable windows for natural air ventilation. The mechanical system is anticipated to be from a central plant water loop connecting all building heating and/or cooling loads utilizing interconnections between buildings sharing energy between heating dominant and cooling dominant occupancies.

The office building incorporates spandrel frit and high performance clear glass along with shadowing devices. Geothermal fields, heat recovery methodologies are being considered and a green roof will be provided.

Staff recommend design development to fully demonstrate the design intent of the externally expressed sustainability features of the building combined the expected energy performance at the development permit stage. Staff are also seeking further detailed information through the development permit stage on the building's overall energy performance objectives in meeting Council's objective for reduced energy consumption from 2010 levels and the reduced energy targets.

Public Realm/Open Space: As previously noted, the High Building policy identifies other considerations including open space that represents a significant contribution to the downtown network of green and plaza spaces. To address this requirement the application proposes two open space opportunities.

Figure 3: Burrard and Drake Street Plaza

The first open space associated with this proposal is along the Drake Street frontage and includes expanded sidewalk widths with a modest enhanced plaza area at the corner of Drake and Burrard Streets (see Figure 3).

The other is a midblock pedestrian connection located immediately north of the office building. This mid-block open area is linked with the covered mid-block pedestrian connection located with the Hornby Street site. Staff are seeking further design development to improve and enhance these open space opportunities (see Figure 4).



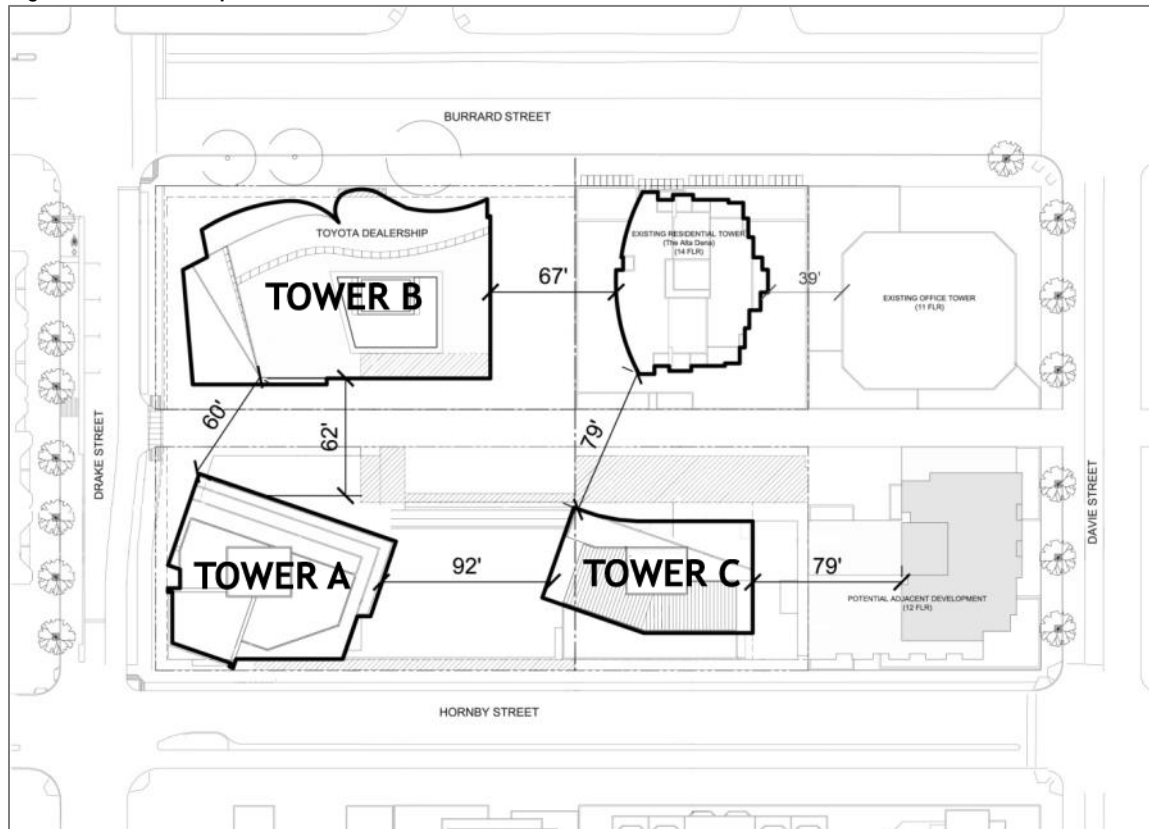
Figure 4: Mid-block connection between Burrard Street and the lane



Tower Separation and Private View Impacts: Urban design objectives for residential livability between residential buildings utilizes a minimum horizontal separation of 24.3 m (80 ft.) between buildings to maintain privacy/livability between residential buildings while also providing access to light and air. Figure 5 shows tower separation between the proposed buildings and the neighbouring building.

The proposed development exceeds the recommended tower separation between the two residential towers. Between the proposed office tower and the landmark residential tower a lesser amount of separation has generally been accepted throughout the downtown area given the varying times of occupancy. As illustrated below the proposed office tower siting and floor plate configuration proposes an overall tower separation between itself and the existing neighbouring residential tower, the Alta Dena. A view impact assessment was undertaken for the three units per floor (levels 3 to 10) within this existing building and proposed office building. The analysis confirms that the siting of the office tower, combined with the 20.4 m (67 ft.) separation and the setbacks provided at both the lane and Burrard Street the results in a less than 1.04 per cent reduction in the view aperture for these units. Staff believe that the modest reduction in the view aperture is acceptable.

Figure 3: Tower Separation



**Built Form - Tower Floor Plate:** The site falls within the Downtown South Guidelines that envision compact slim towers with small floor plates to minimize shadowing, maximize separation and views between buildings, and reduce privacy and overlook impacts. To achieve the guideline objective for slim towers, tower floor plates (above 21.3 m (70 ft.)) are generally limited to a maximum of 603.9 m<sup>2</sup> (6,500 sq. ft.), with a maximum horizontal dimension of 27.4 m (90 ft.).

The landmark residential tower (Tower A), has a typical floor plate of 8910 sq. ft. and the secondary residential tower (Tower C) has a typical tower floor plate of 7189 sq. ft., with both towers having an overall maximum horizontal dimension of 104 ft., exceeding the guideline floorplate maximum of 6500 sq. ft. the maximum horizontal dimension of 90 ft.

Given the unique and important urban design role of this site and the landmark residential tower (Tower A) as a visual terminus for the Burrard Street Bridge, including the proposed overall height of the building, the additional floor plate dimensions support the overall tower proportion and architectural prominence. Tower C, as a complementary building to the landmark tower (Tower A) the additional floor plate dimensions are compatible within this context. Of note is that minimum 80 ft. tower separation between the proposed residential buildings and existing nearby residential building, the Altadena, has also been achieved.

**Conclusion:** The proposal has demonstrated the desired architectural excellence and creativity sought for the residential towers and office building along with the higher standard

of sustainability performance requirements as outline in the General Policy of Higher Buildings. The proposal will be an appealing visual terminus to Burrard Street and will contribute positively to the Vancouver's skyline. Staff are recommending further design development, through the development permit stage to fully demonstrate the proposal's intention of providing high quality materials and detailing for the buildings and the public realm.

\* \* \* \* \*



1290 Burrard Street and 1281 Hornby Street  
DOWNTOWN SOUTH HERITAGE BUILDING (815 DRAKE STREET)

Downtown South Houses - Heritage Status (October 2013)

Address	Listed on Heritage Register	Protected	Notes
1033 Seymour Street	No	No	
1251 Hornby Street	No	No	Located on a site where redevelopment is currently contemplated
1243 Hornby Street	No	No	Located on a site where redevelopment is currently contemplated
1380 Hornby Street	Yes	Yes	
815 Drake Street	No	Demolished*	Demolished as part of rezoning for this site.
1237 Howe Street	No	Demolished*	Demolished as part of approved Supportive Housing project
439 Helmcken Street	Yes	Yes	
435 Helmcken Street	Yes	Yes	
431 Helmcken Street	Yes	Yes	
1060 Richards Street	Yes	Yes	
1080 Richards Street	Yes	Yes	
869 Hamilton Street	Yes	No	
863 Hamilton Street	Yes	Yes	
847 Hamilton Street	Yes	Yes	
837 Hamilton Street	Yes	Yes	
827 Hamilton Street	Yes	Yes	replica
801 Pacific Street	No	No	
<b>Total</b>	<b>11/17</b>	<b>10/17</b>	

\* since study was initiated

Figure 2: 1243 Hornby Street

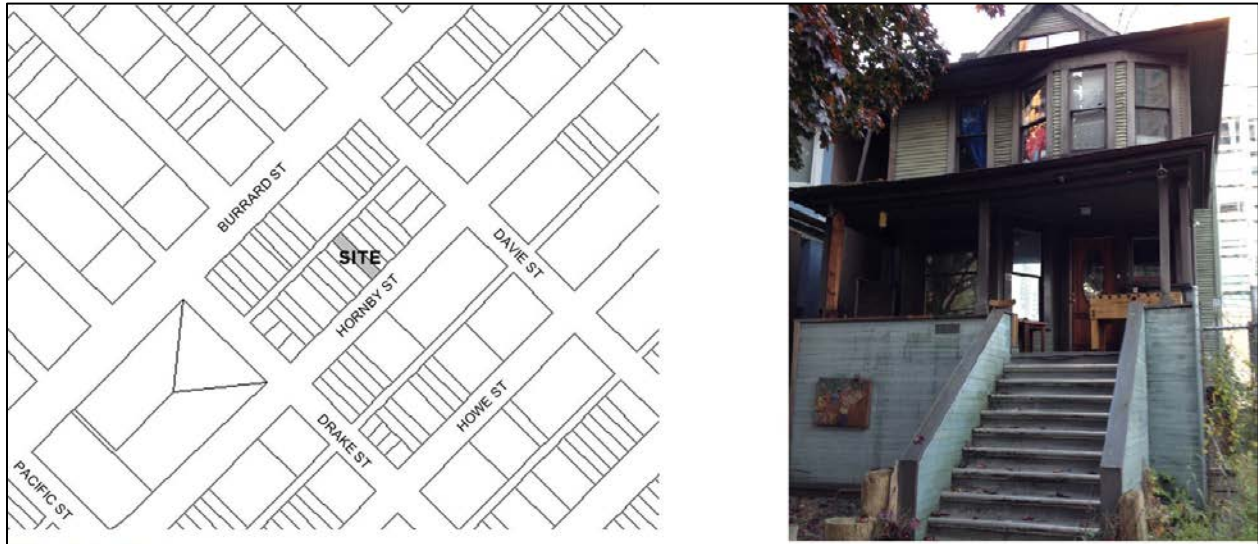


Figure 3: 1251 Hornby Street



Statement of Significance for 1243 Hornby Street

BC Register of Historic Places

1243 Hornby Street

Unique FPT Identifier

**LOCATION**

Address #	Street	Community	Postal	Cadastral
1243	Hornby Street	Vancouver	V6Z 1W4	015-480-372

Description of boundaries: The historic place is comprised of a wood frame building on one lot.

**DESCRIPTION**

**Description** The property at 1243 Hornby Street consists of a house situated on a 25 foot wide lot with a small set-back from the front property line. At the front of the property is a mature plum tree. (?) The house is a two-and-a-half-storey wood frame building. The lot is located on the long end of a city block in Vancouver's Downtown South neighbourhood.

**Heritage value** The house at 1243 Hornby Street is a modest two-and-a-half-storey wood frame building constructed in 1904. It is of value for its longevity as a rare survivor of early 20th century residential development in Vancouver's Downtown South neighbourhood. The house is one of the few remaining houses left in a neighbourhood that predominantly consists of commercial structures and high-rise residential development.

This house and the house at 1251 Hornby Street form a pair of similarly designed houses built at the same time by one owner. The pair demonstrates the typical pattern of residential development in the Downtown South during the early 20th century, whereby property owners would develop multiple adjacent properties with similarly designed houses while speculating on the sale of the houses.

**Character-Defining elements** The character defining elements of this property are:

- Location on a 25 foot lot on the long end of a city block in Downtown South
- Small set back and residential character planting in the front yard, including a mature plum tree, (?) which reflects the historic residential pattern of development once common in the area
- Modest residential form with massing comprising of two full floors and an attic
- Asymmetrical design with an offset entry and sidelight aligned with a staircase rising from grade to the main floor
- Wood frame construction with a gable-hip roof and narrow wood lap siding
- Three double-hung wood windows incorporated into a bay window design on the main and second floor (on the left and right, respectively), single double-hung window on the second floor, small 2-sash window centred in the gablet, and all wood window casing
- Full width front porch topped by a half-hipped roof supported by three equally spaced wood columns on a square pedestal,
- Enclosed railings on the porch and staircase

Functional Type		Contributing Resources		
Type	Era	#	Type	
Single Dwelling	Historic	1	Building	
Single Dwelling	Current	1	Landscape(s) or Landscape Feature(s)	

Themes		Category of Property
Name	Category	Private
Settlement	Peopling the Land	

Architect or builder		Associated dates		
Name	Association	Type	From	To
unknown	Architect / Desig	Construction	1904	1904

**FORMAL RECOGNITION**

## 1243 Hornby Street

### IMAGES

Name	Type	Description	Caption
Hornby St 1243	Contemporary Pho	Exterior Front Elevation	Exterior Front Elevation

### LINKS

### COMMENTS and INFORMATION (not used by registrar)

Alice Lyons (also the titled owner for 1251 Hornby). Charles Lyons took out the Water Permit at 815 Drake.

Statement of Significance for 1251 Hornby Street

**BC Register of Historic Places**

**1251 Hornby Street**

Unique FPT Identifier

**LOCATION**

Address #	Street	Community	Postal	Cadastral
1251	Hornby Street	Vancouver	V6Z 1W4	008-897-565

**Description of boundaries**      The historic place is comprised of a wood frame building on one lot.

**DESCRIPTION**

**Description**      The property at 1251 Hornby Street consists of a house situated on a 25 foot wide lot with a small set-back from the front property line. The house is a two-and-a-half-storey wood frame building. The lot is located on the long end of a city block in Vancouver's Downtown South neighbourhood.

**Heritage value**      The house at 1251 Hornby Street is a modest two and a half storey wood frame building and was constructed in 1904. It is of value for its longevity as a rare survivor of early 20th century residential development in Vancouver's Downtown South neighbourhood. The house is one of the few remaining houses left in a neighbourhood that predominantly consists of commercial structures and high-rise residential development.

This house and the house at 1243 Hornby Street form a pair of similarly designed houses built at the same time by one owner. The pair demonstrates the typical pattern of residential development in the Downtown South during the early 20th century, whereby property owners would develop multiple adjacent properties with similarly designed houses while speculating on the sale of the houses.

**Character-Defining elements**      The character defining elements of this property are:

- Location on a 25 foot lot on the long end of a city block in Downtown South
- Small set back and residential character planting in the front yard which reflect the historic residential pattern of development
- Modest residential form with massing comprising of two full floors and an attic
- Asymmetrical design with an offset entry and staircase rising from grade to the main floor
- Wood frame construction with a gable-hip roof and narrow wood lap siding exposed where not covered by stucco
- Arrangement of three windows incorporated into a bay window design on the main and second floor (on the left and right, respectively), arrangement of a single window on the second floor, and small window centred in the gablet
- Full width front porch topped by a half-hipped roof supported by three equally spaced wood posts and enclosed railings

**Functional Type**

Type
Single Dwelling
Single Dwelling

Era
Historic
Current

**Contributing Resources**

#	Type
1	Building

**Themes**

Name	Category
Settlement	Peopling the Land

Category of Property
Private

**Architect or builder**

Name
unknown

Association
Architect / Desig

**Associated dates**

Type	From	To
Construction	1904	1904

**FORMAL RECOGNITION**

**IMAGES**

\* \* \* \* \*

1262-1290 Burrard Street and 1229-1281 Hornby Street  
ADDITIONAL INFORMATION

1. Legal Information

Part I

1262 Burrard Street (owned by Reliance Properties (Burrard) Ltd.)

Parcel Identifier	Legal Description
015-480-038	Lot 13 Block 100 DL 541 Plan 210
015-480-097	North ½ of Lot 14 Block 100 DL 541 Plan 210

1252 Burrard Street (owned by Reliance Properties Ltd.)

Parcel Identifier	Legal Description
011-182-547	Lot 11 Block 100 DL 541 Plan 210
011-182-571	Lot 12 Block 100 DL 541 Plan 210

1270 Burrard Street (owned by Reliance Properties Ltd.)

Parcel Identifier	Legal Description
015-480-836	Lot A (Reference Plan 241) of Lots 14 and 15 Block 100 DL 541 Plan 210
015-480-861	Lot B (Reference Plan 66) of Lots 15 and 16 Block 100 DL 541 Plan 210

1290 Burrard Street (owned by 0785687 B.C. Ltd)

Parcel Identifier	Legal Description
015-480-143	Lot 17 Block 100 DL 541 Plan 210
015-480-178	Lot 18 Block 100 DL 541 Plan 210
015-480-216	Lot 19 Block 100 DL 541 Plan 210

Part 2

1229 Hornby Street (owned by Rattenbury enterprises Ltd.)

Parcel Identifier	Legal Description
015-480-429	Lot 33 Block 100 DL 541 Plan 210

1233 Hornby Street (owned by Rattenbury Enterprises Ltd.)

Parcel Identifier	Legal Description
003-741-788	Lot 31 Block 100 DL 541 Plan 210
003-741-818	Lot 32 Block 100 DL 541 Plan 210

1243 Hornby Street (owned by Rattenbury Enterprises Ltd.)

Parcel Identifier	Legal Description
015-480-372	Lot 30 Block 100 DL 541 Plan 210

1247 Hornby Street (owned by Rattenbury Enterprises Ltd.)

Parcel Identifier	Legal Description
008-897-565	Lot 29 Block 100 DL 541 Plan 210

**1249 Hornby Street (owned by Reliance Properties Ltd.)**

Parcel Identifier	Legal Description
015-480-348	Lot 28 Block 100 DL 541 Plan 210

**1257 Hornby Street (owned by Reliance Properties Ltd.)**

Parcel Identifier	Legal Description
015-480-305	Lot 27 Block 100 DL 541 Plan 210

**1263 Hornby Street (owned by Reliance Properties Ltd.)**

Parcel Identifier	Legal Description
007-718-390	Lot 26 Block 100 DL 541 Plan 210

**1271 Hornby Street (owned by 0785687 B.C. Ltd.)**

Parcel Identifier	Legal Description
025-841-572	Lot E Block 100 DL 541 Gp1 NWD Plan BCP9288

**1281 Hornby Street (owned by 0785687 B.C. Ltd.)**

Parcel Identifier	Legal Description
014-994-836	Lot A Block 100 DL 541 Plan 1072
014-994-852	Lot B Block 100 DL 541 Plan 1072
014-994-887	Lot C Block 100 DL 541 Plan 1072
015-480-224	Lot 22 Block 100 DL 541 Plan 210
015-480-259	Lot 23 Block 100 DL 541 Plan 210

**2. Building Code Comments (Provided on March 21, 2012)**

1. Each of the towers is considered a high building and must be designed to comply with Subsection 3.2.6. ("Additional Requirements for High Buildings") of the 2007 Vancouver Building By-law #9419.
2. The Level 5 overhead walkway between towers A & C, and, tower B must be of non-combustible construction as per Article 3.2.3.19 of the Building By-law.
3. While labeled as separate Towers A & C this is in fact 1 building for the purposes of applying the Building By-law due to there being no apparent firewalls to separate this into more than 1 building.
4. It is not possible to scale from the drawings however the path of travel through the ground floor lower residential exit lobby of tower C that leads to Hornby Street must not exceed 15 m as per Clause 3.4.4.2.(2).(b) of the Building By-law.
5. There are more than 2 interconnected floor areas at the Toyota showroom. The design of the interconnection must conform to either Sentence 3.2.8.2.(5), or, Articles 3.2.8.3 to 3.2.8.9 of the Building By-law.
6. There is a proposed exit stair from Toyota Level P4 thru P1 which discharges at grade level to a covered area adjacent to a vehicle elevator. It is not generally

- accepted to exit to an area which is covered by the overhang of the building's next floor level above. This nonconformity is compounded by the potential for this exit / means of egress to be blocked by vehicles that might be parked in the covered exterior drive aisle between the lane and the vehicle elevator. This results in there being nonconforming exiting from parking Levels P4 thru P1 of this building.
7. At Levels P8 thru P1 of tower C there is an exit stair near grid-lines M7 / M8 which has what appears to be a nonconforming landing at the East side of the stair. As per Sentence 3.4.6.3.(2) a landing must be as long and as wide as the exit stair in which it occurs. The angled wall in this stairwell appears to project into the required length of the landing.
  8. The required Southwest exit stair that serves Levels P2 and P1 of towers A & C (near grid-lines C-6 to C-7) does not appear to exit at ground level since it does not show on the ground floor plan. It must be confirmed that this stair / means of egress exits at grade in an acceptable location otherwise exiting / egress from Levels P2 and P1 of Tower A does not conform to Subsection 3.4.2 ("Number and Location of Exits From Floor Areas") of the Building By-law.
  9. The North exit stair of tower C which serves Levels 2 thru 6 is not an acceptable exit as currently shown. The stair leads to a raise loading dock platform adjacent to the lane. There must be a rated fire separation between this exit and the loading dock platform to maintain the integrity of the exit as per Article 3.4.4.1 and Sentences 3.4.4.4.(6) and (8) of the Building By-law. Unless resolved it will result in nonconforming egress and existing from Levels 2 thru 6 of the building.
  10. There may be several areas where exposure protection of ground floor exterior exit doors and exit stairs will be required, depending on the presence of glazing near exit doors and stairs. For example: the ground floor South exterior door of Tower A appears to be within 3 m horizontal distance of glazed openings at the South exterior wall of the adjacent ground floor café at tower A, thereby requiring protection as per Sentences 3.2.3.13.(3) and (4) of the Building By-law.
  11. Based on its area, travel distance, and potential occupant load the Level 5 pool area of towers A & C will require a second means of egress as per Clause 3.3.1.5.(1).(b), Sentence 3.3.1.11.(2), and Sub-clauses 3.3.1.5.(1).(d).(i) and (ii) of the Building By-law. If the occupant load of this room exceeds 60 persons then the egress doors must swing in the direction of travel to an exit as per Sentence 3.3.1.11.(2) of the Building By-law. If the occupant load exceeds 100 persons then panic hardware will be required at the egress doors as per Sentence 3.3.2.7.(1) of the Building By-law.
  12. All common amenity areas, common roof top decks, bike storage rooms, storage, laundry rooms, and recreational areas must be designed to be accessible to disabled persons in the residential towers as per Clause 3.8.2.27.(4).(e) of the Building By-law.
  13. If there are any roof top decks that will have a potential occupant load greater than 60 persons (e.g. Level 5 central deck between towers A & C) then at least 2



means of egress must be provided as per Sentence 3.3.1.3.(4) of the Building By-law.

14. ASHRAE 90.1 - 2007 requirements must be met.

### 3. Urban Design Panel (UDP)

The UDP reviewed this application on three occasions:

- April 20, 2011 (not supported)
- June 16, 2011 (supported)
- June 19, 2013 (supported)

#### UDP Minutes – April 20, 2011 (Non-Support 6-8)

**Introduction:** Karen Hoese, Rezoning Planner, introduced the proposal for a rezoning application for a mixed-use, multi-tower development. Ms. Hoese described the policy context noting the current zoning provides a base-line for development in the area. As well she noted that Council policy allows rezoning of the site with policies regarding greener, more sustainable buildings that public benefits.

Ms. Hoese noted that the maximum density under the current zoning is 5.00 FSR and a further 10% could be achieved through the transfer of heritage density to the site. The maximum height permitted under the current zoning is 300 feet. A view corridor, from the Granville Bridge to the Crown of Grouse, further limits the height at the corner of Burrard and Drake Streets. The proposal includes three towers; at 54-storeys, 36-storeys and 13-storeys with a maximum height of 535 feet.

Ms. Hoese noted that this area of Downtown South is a primarily residential area with a limited amount of commercial, institutional and cultural uses permitted. She noted that the proposal is for a mixed use development that will include:

- Along Hornby Street two residential towers are proposed, with a total of 540 units; one tower is immediately at the corner and the other mid-block.
- A 7-storey podium to include retail uses at grade; office uses on levels 2 through 4; and 79 units of rental housing and amenity space on levels 5 through 7.
- Along Burrard Street a 3-storey car dealership is proposed that includes an expansion of the existing dealership; a 13-storey office building; and a 2-storey retail building.

She noted that the proposed mix of uses is generally consistent with the zoning for the area.

Ms. Hoese described the enabling policy noting that through rezoning and with the objective of achieving additional public benefits, Council Policy for the Downtown South area allows for consideration of some additional height and density, subject to urban design analysis. In addition, the General Policy for Higher Buildings has identified the site as a higher building site, providing a “gateway” to mark the entry into the downtown from the Burrard Street Bridge. This policy anticipates a single prominent tower of 500 feet height, in axial alignment with the Burrard Bridge.

She also noted the Higher Building Policy requires both architectural excellence and a high level of sustainability. She quoted from the policy, noting a Higher Building must:

- *“establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of the city's skyline”;*
- *It “should demonstrate leadership and advances in sustainable design and energy consumption” and*
- *“demonstrate and advance the city's objective for carbon neutrality for new buildings, with a stated objective to achieve a 40-50% reduction in energy consumption from 2010 levels.”*

Ms. Hoese added that a Higher Building should *“provide a lasting and meaningful public legacy to Vancouver”*. This includes careful consideration of factors such as:

- the achievement of community benefits,
- the inclusion of activities and uses of community significance;
- the provision of on-site open space that contributes to the downtown network of green and plaza space; and
- minimization of adverse shadowing and view impacts on the public realm.

Regarding sustainability, Ms. Hoese stated that in addition to the Higher Building Policy, the requirements for sustainability for rezonings are subject to the Green Building Policy. This policy requires that rezonings achieve LEED™ Gold, with specific emphasis on optimized energy performance and that they certify upon completion of the project.

Ms. Hoese stated that all rezoning applications are also subject to the City's Financing Growth Policy. The majority of the increase in land value that results from a rezoning is provided to the City in the form of a “community amenity contribution” (CAC). This CAC is used to provide public amenities and services that will meet the needs of new and existing residents, or to achieve other City-wide objectives. Ms. Hoese noted that the applicant has included a number of such benefits in their proposal, including the provision of a daycare and gallery space, secured rental housing, and a transfer of heritage density to the site. She added that this component of the application is still under review and will be assessed as the application progresses on the basis of local and City-wide priorities.

Ralph Segal, Senior Architect/Development Planner described the context for the site noting that Burrard Street is one of the city's two ceremonial boulevards with Georgia Street being the other, and is also a gateway to the heart of the Central Business District from the Burrard Bridge. He also noted that Downtown South has a mix of towers and mid-rise buildings.

In addition to the Downtown South Guidelines, slim, well-spaced towers and active, continuous three to seven storey podiums line the streets. The Higher Building Policy purses a more coherent urban design form for the Downtown peninsula, while still preserving approved view corridors by:

- Highlighting Georgia and Burrard Streets on the skyline with a few key sites identified for taller buildings;

- Marking key entry points to Downtown from Granville Bridge and the subject site from the Burrard Bridge;
- Identifies this site for a 500 foot tower on axis with the Burrard Bridge. This specific height was arrived at through testing of options, noting that 500 feet was the absolute maximum height possible without shadowing at the Equinox another key future development site at the northwest corner of Davie and Burrard Streets, where a public plaza at this sunny, shopping street corner and a generous setback on Burrard Street is being negotiated to enhance the public realm.

In addition to Vancouver's usual high standards for urban design and architecture, higher buildings under the Policy must achieve:

**Architectural Excellence:** Mr. Segal noted that it is implicit in "earning" the additional height that there must be meaningful contribution to the beauty and visual power of the downtown skyline. For this specific site, the response to the Burrard Bridge axial view is the focus. The Policy also calls for minimizing negative impacts such as shadowing and view impacts on the public realm as well as providing on-site open space that contributes to the Downtown's Public Realm network.

**Sustainability:** Mr. Segal noted that a 40-50% reduction in energy consumption from 2010 levels and minimum LEED Gold certification, all aimed at the City's objective for carbon neutrality in new buildings. He also noted that there is a question of what an environmentally-friendly, carbon-neutral building should look like and how energy-efficiency and green building design should be the driver of the building's aesthetics.

Mr. Segal described the proposal noting that the FSR is double the zoned density. The proposal is for a mixed-use (2/3 residential: 619 units including 79 market rental), office, retail and a car dealership. The proposal has a 550 foot tower, a 390 foot tower and a 7-storey podium on Hornby Street. The 13-storey office is limited in height due to the Granville Bridge View Corridor.

The project does not provide a public open space but proposes active uses (retail, restaurant, tower lobbies) and car showrooms on its three street frontages as well as an open Hornby Street fronting breezeway beneath the podium. The project is LEED™ Gold targeted, which, following through to certification, is the minimum requirement for a Rezoning. An extensive array of strategies are being pursued including solar control through design of the building skin, a particular challenge in Vancouver where the desire to maximize views has generated extensive glass. Also, heat recovery from the mix of uses and geo exchange are proposed.

**Advice from the Panel on this application is sought on the following:**

**Use, Density and Form of Development:**

1. Have the proposed uses and density been incorporated into an overall form of development that is well integrated into the surrounding context?

**Architectural Excellence:**

2. Does this proposal overall meet the test for Architectural Excellence set out in the Higher Building Policy? Has it “earned” additional height and its resultant prominent position on the skyline and Burrard Bridge axis?

**Urban Design and Public Realm:**

3. Will the proposed form and massing create positive streetscapes on the three fronting streets and a compatible “fit” with the immediate evolving context?
4. Does the proposed form of development and landscape architecture contribute to enhancing the Public Realm?

**Sustainability:**

5. Will the proposed strategies for Sustainability advance the City’s objectives for carbon neutrality in new buildings, demonstrating innovation in Green Building design for Vancouver?

Mr. Segal took questions from the Panel.

**Applicant’s Introductory Comments:** Jon Stovell, Developer, thanked the Panel for their time and introduced the applicant team. He noted that it had been a challenging mixed-use program and had many discussions about how the program would be expressed on both the inside and outside of the buildings. He said it was important that the project responds to the site and that the different facades have different jobs. The critical importance of the ground plane and the shadow impacts were also considered. He said it is important the architectural expression be about the response to the environment and what the project can contribute to the community.

Jim Hancock, Architect, described the project noting the site is located at the corner of Burrard Street at Drake Street and wraps around to Hornby Street. It is currently the home to the Downtown Toyota Dealership. He also noted that both Hornby and Drake Streets currently have bicycle lanes. The context of the site is that it is largely free of view corridors except for one that restricts the height slightly on one of the tower. The bridge alignment from Burrard Street twists off 19% as it comes into the downtown core and they tried to develop a form of building that would reflect and respond to that alignment. Mr. Hancock described the context for the surrounding buildings noting that there are a number of rezonings excepted in the area. They are proposing a number of uses in the project including office, rental housing and retail. It was noted that applicant is working with the City in order to have a significant food store in the podium which would enhance the services to the neighbourhood. The Toyota dealership is proposed for the corner of Drake and Burrard Streets with a service centre in the underground parkade. Other uses include two residential towers, rental units with amenity space in the 7-storey podium and a children’s daycare. On the lane there will be a co-op car component and an urban garden is planned for the roof of the dealership. Mr. Hancock described the sustainability strategy noting that they are planning to reduce the energy uses over the 2010 City’s requirements.

Martin Bruckner, Architect, noted that the car dealership will wrap around from Burrard Street and Drake Street into the lane where there will be store fronts and access to the service department of the car dealership. Mr. Bruckner added that the daycare is in the sunniest corner of the site.

Gwyn Vose, Architect, presented a power point presentation for the applicant team.

Jon Stovell gave a summary of the presentation.

The applicant team took questions from the Panel.

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

- Design development for a more imaginative and innovative architectural expression to the Toyota dealership "jewel box", including sustainable features;
- Consider designing the expression of the landmark tower to have its own identity from the other two towers on the site;
- Consider making the corner of Burrard and Drake Street more public by incorporating either a public plaza or a stronger connection leading around the dealership into the courtyard;
- Consider additional vertical fins on the tower to improve the passive design;
- Design development to the 7-storey podium to reduce the mass, height and bulk;
- Design development to the podium wall on the courtyard (lane) side to bring more light into the public realm;
- Consider better expressing the sustainability features on the office tower;
- Design development to the corner tower's top for better sun access onto the corner of Davie and Burrard Streets;
- Consider conducting a wind study to test the thermal comfort on the sidewalks and public realm and as well an acoustical study given the proximity to Burrard Street;
- Consider the addition of public amenity spaces especially at the ground plane;
- Design development to add continuous weather protection along Burrard Street;
- Design development to the breezeway leading from the sidewalk to the courtyard to reduce the "canyon-like" feeling;
- Consider a stronger wayfinding strategy in the central courtyard and stronger clarity of pedestrian versus auto zones in this area.

**Related Commentary:** The Panel did not support the proposal as they felt it did not meet the requirements of architecture excellence as defined under the Higher Building Policy.

The Panel complimented the applicant team for a thorough presentation but did not support the project. Several Panel members thought the project would have benefited from a non-voting Design Workshop with the Panel at the onset of the project. As well a number of the Panel thought there should have been a more detailed context model.

The Panel agreed that the addition of a significant food store would be a benefit to both the project and the community at large. A couple of Panel members suggested a more prominent location for the art gallery as it was not visible at street level.

The Panel felt that the density and height were appropriate for the site and that the extra “earned height and density” was approvable. However, some of the Panel felt that how the density was handled needed some work. For example, they felt the 7-storey podium made for shadow impacts on the public realm in the courtyard. They also thought that shadows from the highest tower would negatively impact the corner and future plaza at Davie and Burrard Streets.

Although most of the Panel liked the diversity of proposed uses for the site and the concept of integrating the laneway into the public realm, they were not satisfied with its proposed resolution. They felt there was a missed opportunity regarding how the interface between the auto/servicing and the pedestrian realms were handled.

The Panel also thought the public realm experience along Burrard, Drake and Hornby Streets needed improvement including a better interface with the Toyota showroom and the sidewalk. Several Panel members also suggested having a wider sidewalk and they also felt that the Hornby Street frontage was too permeable.

Most of the Panel felt the corner tower needed calming down as they felt there were too many ideas incorporated into the design. They felt the passive elements were the strongest and the most unique features of the tower and suggested the applicant strengthen those elements in order to create a memorable landmark identity. Also, several Panel members thought the “zipper balcony” treatment was visually distracting from the other design features on the corner tower.

The Panel had some concerns regarding the proposed design in terms of architectural excellence. They felt it should show a higher degree of design innovation, sustainable leadership, as well as promote and enrich a stronger public realm experience and community legacy. They felt the sustainability strategy needed to show more leadership through at least LEED™ Gold certification.

**Applicant’s Response:** Jon Stovell thanked the Panel for their comments stating that many of their suggestions had already been discussed with the design team. He agreed that a vast majority of the comments were achievable. He added that the architectural excellence is a condition of the rezoning and that Council could be told that the design was heading in the right direction and was achievable. Mr. Stovell added that the LEED™ Gold equivalent came from the rezoning but they would prefer to certify.

Mr. Bruckner said he took seriously what the Panel had said and thought a lot of the comments were good. He noted that energy modeling has taken into account the need for mitigation of slab edges and the buildings will meet 40-50% energy reduction based on 2010 standards. He said that they will be higher than LEED™ Gold certified noting the key is energy consumption.

#### **UDP Minutes – June 16, 2011 (Support 8-0)**

- **Introduction:** Ralph Segal, Senior Architect/Development Planner introduced the proposal for a mixed-use tower development. He noted that there were two architectural models for the panel to view; the current scheme and the previous scheme.

Mr. Segal did a recap of the previous UDP meeting and asked the Panel to comment on whether the new scheme was supportable under the High Building Policy, not only in terms of its use, density and height but also in terms of its architectural excellence and sustainability strategy. Mr. Segal also described the details of the High Building Policy noting that the Policy seeks a new benchmark for creativity, well contributing to the beauty and power of the skyline. He also noted that in terms of sustainability, the City is trying to approach carbon neutrality in new buildings with a stated goal of forty to fifty percent reduction in energy consumption from 2010 levels. He remarked that there are also some public realm objectives in the High Building Policy.

Mr. Segal stated that from a staff's perspective they are pleased that some substantive moves have been made on the design of the project. He indicated that the design of the Toyota showroom has been revised in response to the Panel's commentary, and as well, there is now an increase in the setbacks on both Burrard and Drake Streets, and a canopy has been added and certain features have been enhanced. Mr. Segal mentioned that the shorter residential tower basically took on the same expression as the landmark tower in the previous submission, and has now been revised to show a very different character and expression. Also, there have been some modifications and refinements to the landmark tower to create two different expressions to the residential towers, as well as to the office tower.

Mr. Segal indicated that the Panel had suggested that either a public plaza or stronger public connection be considered at the corner and down through the project into the lane. The applicant has provided an angled setback to the dealership on Drake Street, and in terms of the landmark tower, the concrete lattice has now been taken straight down to grade with an intervening entrance canopy. In terms of the easterly lane and the Drake Street corner, a triangular open space has been provided and across the lane an increase in the setback to create a sense of public space on Drake Street. Mr. Segal noted that there were a number of comments from the Panel regarding the podium massing on Hornby Street and internally along the lane. There have been a number of changes, including the expression of the lower residential tower, which carries through into the podium element which has been changed to just a single breezeway at grade. Also, on the lane side, the podium facade has been canted back to get more light and air into the lane which is intended for greater pedestrian use.

Mr. Segal remarked that the top of the tower has been revised to lessen the shadow impacts on the corner of Davie and Burrard Streets. The Panel also asked for wider sidewalks and weather protection, which has been added to the revised scheme. Mr. Segal stated that the project has been registered with the Canadian Green Building Council and numerous sustainable initiatives have been taken, including solar control and capturing excess heat and distributing it through the mixed-uses of the project. He added that the applicant is also undertaking energy modeling.

Mr. Segal noted that the gallery and daycare has been removed from the project, as the City is not seeking these uses at this particular location. However, other community amenities will be added during the rezoning stage. Mr. Segal noted that a grocery store will be incorporated into the site on the Hornby Street side.

Advice from the Panel on this application is sought on the following:

1. Revisions in Response to the Panel's Previous Comments:
  - a) Toyota Showroom:  
Do the revisions achieve the design intent for this prominent corner?
  - b) Tower Expression:  
Have the design changes to the residential towers achieved an individual identity and a "calming" of the landmark tower's expression?
  - c) Public Realm:  
On the Drake Street, does the proposed setback of the Toyota Showroom provide a useful public space in conjunction with the triangular open space across the lane?
  - d) Podium Massing and Setbacks:  
Have the revisions to the podium on Hornby Street and the lane achieved an improved pedestrian scale and public realm interface?
2. Does this revised scheme meet the objectives for Architectural Excellence and Sustainability set out in the High Building Policy?

Mr. Segal and Ms. Hoese took questions from the Panel.

- **Applicant's Introductory Comments:** Jim Hancock, Architect, indicated that they have tried to edit the overall scheme while keeping and strengthening the parts of the design that are rich and highly visible from the Burrard Bridge. They increased the width of the sidewalks to give more room to the public realm. He noted that the lower level of the Toyota Showroom has been brought down, and the cars will be displayed on a ramp system that is at the same level as the sidewalk. The office tower has been edited back a bit and is not as complex a design as previously seen by the Panel. In addition, solar devices have been added for shading, and they have also changed the back elevation to give it a more solid appearance. Loading has been put below grade for the residential buildings which resulted in opening up the interior courtyard which is now more pedestrian oriented. As well, the massing has been changed to allow the towers to come right to the ground in places instead of simply on top of the podiums.

Martin Bruckner, Architect, described the architecture noting that the north side of the office tower will be a combination of stone and glass. The corner of the towers faces south, and for that reason, they have included verticals and horizontals on some of the facades that led to the development of the structural lattice expression. Mr. Bruckner added that they are also commissioning a wind study for the tower to make sure there aren't any down drafts on the face of the tower. Regarding sustainability, Mr. Bruckner, stated that they have run a preliminary computer analysis on the previous scheme and haven't been able to run one on the current scheme as yet. They want to make sure they meet the energy aspirations and the City's requirements. The previous scheme met the requirements, and they are certain that the new scheme will also. He added that they have a sustainability consultant on the project and will meet the 40-50% energy reductions over the 2010 levels. They have consulted a structural engineer regarding the slab extension of the lattice feature, and they will be able to achieve a thermal break to reduce the energy loss due to thermal bridging. Mr. Bruckner noted that they have



permeability through the site from Hornby Street to Burrard Street and that there is more opportunity for pedestrians in the lane as the podium has been moved back.

Gwyn Vose, Architect, presented a video presentation using the month of June to show the shadow impacts on the streets and the intersection of Burrard and Davie Streets. Mr. Vose showed the maximum amount of shadow decrease which is a result of the sculpturing of the buildings form at the top of the towers. He added that any subsequent change to the shadow impacts would result in changing the tower floor plate.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to the architectural expression of the showroom to make it more of a glass "jewel box";
  - Design development to the office tower in terms of the architectural design excellence;
  - Consider improving the shadow impacts on the Burrard and Davie Street's corner.
- **Related Commentary:** The Panel supported the proposal and thought the applicant had taken the Panel's previous comments seriously.

The Panel appreciated how the applicant had addressed the Panel's previous concerns and they thought the changes were very positive. They agreed that the massing, density, and general response to the zoning was supportable and that the disposition of the three buildings made sense.

They supported the interface with the public realm for the Toyota Showroom and how it addresses the corner and thought the design had been greatly improved. A couple of Panel members thought the Toyota Showroom should be more of a glass 'jewel-box' as they thought it read more like a podium engaged with the office tower. One Panel member suggested having the pedestrian access into the site between the office tower and the showroom instead, if the vehicular access was removed from Burrard St., as it would help the individual expression of the Toyota Showroom as well as improve the expression of corner.

One Panel member thought the landmark tower did not benefit from expressing the change of floor plans half way up the tower, and suggested the profile have the same expression all the way up the façade.

The Panel appreciated the changes to the setbacks from the street and how the setbacks now deflect into the laneway. They thought it was a strong connection to the internal public realm of the project. A couple of Panel members thought the programming, public nature, as well as the expression of the internal environment was critical in how it addresses the public realm.

The Panel thought that a pedestrian mid-block connection on Burrard Street was important. One Panel member suggested the lane connection to Burrard Street remain to

allow for two points of access to the site and suggested it be covered with perhaps a floor of second storey office space over it.

The landmark tower is now reading more strongly as an individual tower. The moves with the passive elements are greatly improved. Most of the Panel liked that it wasn't completely different from the other residential tower, and that there was a common vocabulary but still a strong difference between the two. A couple of Panel members thought the top of the landmark tower could still be improved.

Several Panel members thought there could be an interlocking between the podium façade on Hornby Street and the secondary tower. They appreciated that the tower was now coming down to grade but thought the interlocking could be an interesting dynamic to the composition of the two massing elements.

Some of the Panel members thought the office tower was still perhaps the weakest part of the project, although they thought it had improved since the previous review. They suggested pushing the innovation and being more creative and artful in the design. They liked that the other buildings were inventive and unique, but felt the office tower is somewhat conventional in its design.

Regarding the amount of public open space, one Panel member thought there could be additional open space on the lane if the office space was reduced. The space could be landscaped and animated with a restaurant which would make the animated laneway more visible. Several Panel members noted that moving the loading below grade had helped the public realm of the lane. As well, the other revisions to the lane will allow more light into the area.

Although some of Panel members agreed that the shadow impacts on the corner of Burrard and Davie Street were minimal, several Panel members thought more attention could be given to sculpting the top of the building to lessen the amount of shadow and make for a better pedestrian experience at that corner.

The Panel agreed that the sustainable features including registering for LEED™ Gold were excellent including the thermal bridging control, solar control, and heat exchange.

- **Applicant's Response:** Mr. Stovell thanked the Panel and said he thought the input had been invaluable which has led to a better project. He added that they will be registering the project for LEED™ Gold.

#### UDP Minutes – June 19, 2013 (Support 8-1)

- **Introduction:** Anita Molaro, Development Planner, introduced the proposal for a site at the corner of Burrard and Hornby Streets. Ms. Molaro gave a brief history of the site noting that the rezoning proposal has been revised. The proposal is one of the High Building sites under the High Building Policy. She also noted the criteria that the proposal must achieve.

Ms. Molaro reminded the Panel that they had reviewed the proposal previously including a high building expanded panel back in April of 2011 and subsequently again in June 2011 where it received support. She said that the session was focusing on the fact that the rezoning application has come forward with some design changes. Some of these changes are in response to the Panel's comments while others are in response to issues that were raised through the rezoning process.

**Advice from the Panel on this application is sought on the following revised rezoning submission:**

1. The revised office building (Tower B) including:
  - a. Its overall form and development/building character
  - b. Proximity/relationship with adjacent residential buildings
  - c. Sustainability attributes
2. The overall public realm strategy and landscape treatments:
  - a. Midblock pedestrian connections (land to Burrard Street)
  - b. Midblock pedestrian and vehicle connection (land to Hornby Street)
  - c. Enhance public realm at the corner of Burrard and Drake Streets
3. The modest increase to the residential tower floor plates (Tower A and C) and resultant shadow impacts.

Ms. Hoese and Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Jon Stovell, Developer, noted that they were struggling with the final character of the office building and showroom after the last design Panel. They have since worked with IBI and the Bing Thom groups to rethink the design.

Bing Thom, Architect, said it was an interesting site and a main entry to the city with a challenge of a dealership. He described the design and noted that the cars are "floating" in the building in the corner element. The curve of the building is unique and to creates an opening into the project. He said they looked a different ways of using glass and elements of reflectivity on the tower.

Michael Heeney, Architect, further described the proposal and noted that the floor plates for the office space are a bit larger. The owner needed at least a 12,000 square foot plate with a centre core that allowed for much easier subdivision for office space. The car showroom is still very much a jewel that can be seen from below. The curl in the façade on Burrard Street also indicates the entry to the office building. It serves as a passive design feature as it shades the façade. There are three kinds of glazing on the facades and they have worked to get the right balance of insulated spandrel, fritted and vision glass and as well there will be operable windows in the office space. He added that they are investigating passive ventilation for the showroom due to the amount of glass. The waste heat will be used in the residential building. The ground floor plane is a bit smaller than at the previous review.

Peter Kreuk, Landscape Architect, said that they tried to use a ground plane patterning that brings the whole site together. They have been able to carve out nooks and crannies where they developed space for people to gather. On the corner of Drake and Burrard

Streets they have created a plaza that is a forecourt to the showroom. There is a public art budget and the idea is to use the breezeway as a place for the art to help animate the space. On the ground plane there is a corner plaza, and a plaza that is the main entrance to the office building with a water feature. The breezeway, which is a pedestrian route through from Burrard Street to the lane, will have a café, outdoor plaza, seating area. On the adjacent building, which has a blank wall, the idea is to introduce a green wall system as well as a water element. In the lane there is a drop off/pickup area and loading and is a simple space that is paved. Along Hornby Street there are opportunities for retail to spill into the public realm. Every roof has been dealt with in a positive way with greenery, kid's play, urban agriculture, amenity space, green roofs and outdoor space.

Martin Bruckner, Architect, noted that the lane is a service lane but they wanted to make it more of a people place recognizing that there is a lot of vehicular traffic but wanted to give it an appearance to encourage people to use it as a pedestrian area. The top of the tower has been sculptured but there isn't any increase in shadowing.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to increase the distance between the office and residential towers;
  - Design development to improve the pedestrian connection to Burrard Street;
  - Design development to improve the mid-block pedestrian and vehicle connection;
  - Design development to improve the showroom;
  - Consider improving the sustainability strategy especially on the west and east facades.
- **Related Commentary:** The Panel supported the proposal and thought it was an improvement in terms of the composition.

The Panel supported the overall form of development and the building character. They thought there were some issues with the adjacency to the residential building with one Panel member suggesting easing the corners for a maximum distance between the buildings. As well most of the Panel did not have any issues with the increase to the residential tower floor plates. The Panel also noted that the design of the towers could be simplified.

The Panel thought there were some design development issues at the ground plane into the lane and the pedestrian connection to Burrard Street.

The Panel also thought the key to the success of the mid-block pedestrian connection needed further design development. The Panel felt the design of the space needed to be much bolder and provide a more desirable connection. The Panel felt strongly that where the connection passes below the Hornby block felt compressed and suggested an increase in height to improve the space.

The Panel appreciated the design direction the office Building B was taking. While the west and south elevations indicated a high level of design articulation the remaining elevations required additional design development. A number of Panel members noted

that the car show room was the “bling” on the building and in order for it to be successful needed to have a clearer visual statement. It seems that the reverse slope of the showroom would make it difficult to see the cars inside the box. One Panel member suggested having a public art display at the corner of Burrard and Drake Streets that would reflect vehicle culture.

Regarding sustainability, some of the Panel thought there needed to be some improvement on the west and east façade. A couple of Panel members suggested using a geo thermal heat exchange process in order to effectively reduce heat gain. One Panel member thought the applicant should push the building towards LEED™ Platinum and to future proof the building.

- **Applicant’s Response:** Mr. Stovell thanked the Panel for their comments. He said they are not necessarily committed to a geothermal system since there are lots of other systems available. Mr. Roberts remarked that they will be able to meet the City’s targets regarding energy and expects the building to achieve a better performance. Mr. Bruckner noted that they are currently undertaking some engineering studies regarding different shading elements.

**4. Vancouver Heritage Commission – 1243 and 1251 Hornby Street  
(Downtown South Houses not listed on VHR)**

The VHC reviewed this application on July 11, 2011.

Issue: Proposed demolition of two houses not listed on the Register (but identified as having heritage value) in exchange for the transfer of approximately 70,000 sq. ft. of density from density bank.

MOVED by Kim Maust  
SECONDED by Charlene Krepiakevich

THAT the Vancouver Heritage Commission, while regretting the loss of the two Downtown South historical houses in their current location, supports the heritage density transfer to the proposed project located at 1243 and 1251 Hornby Street; and FURTHER THAT the Vancouver Heritage Commission encourages the proponent to relocate the houses if possible.

CARRIED UNANIMOUSLY

## 5. Bicycle Advisory Committee

The Bicycle Advisory Committee reviewed this on September 7, 2011.

MOVED by Richard Campbell  
SECONDED by Gertjan Hofman

- A. THAT the Bicycle Advisory Committee recommend to Council with respect to the rezoning of 1290 Burrard Street and 1281 Hornby Street (Burrard Gateway), that the following be considered and prioritized as listed:

THAT a Burnaby Street Greenway Connection be included as part of the development consisting of:

- Separate cycling and walking paths in-line with Burnaby Street through the site between Burrard Street and Hornby Street;
  - A bicycle and pedestrian signal at the intersection Burnaby Street and Burrard Street;
  - A bicycle and pedestrian crossing of Hornby Street in-line with Burnaby Street connecting to the Hornby Separated Bike Lane and the Hornby east sidewalk; and
  - That the required Class A bicycle parking be accessed directly off this connection.
- B. THAT, either as part of the development or with funding from the development, separated Bike Lanes on Burrard Street from Pacific Boulevard to at least Burnaby Street serving existing and future bicycle trips to and from the West End, Burrard Bridge and Hornby better, be built.
- C. THAT, as part of the development or with funding from the development, improvements to the intersection of Hornby Street and Drake Street be made to better accommodate the various cycling movements at this intersection.

CARRIED UNANIMOUSLY

## 6. Public Consultation Summary

### Public Notification

A rezoning information sign was installed on the site on April 6, 2011. A community open house was held on April 14, 2011, and in response to a revised application, a second open house was held on June 24, 2013. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([vancouver.ca/rezapps](http://vancouver.ca/rezapps)).

### Community Open Houses

- On April 14, 2011, a community open house was held from 5:00-8:00 pm, with a staff presentation at 6:30 pm, at the Wosk Centre for Dialogue at 580 West Hastings Street. A notice of rezoning application and community open house was mailed to approximately 12,000 surrounding property owners and occupants on April 4, 2011. Staff, the applicant team, and a total of approximately 12 people attended the Open House.

- June 24, 2013 — A community open house was held from 5:00-8:00 pm on June 24, 2013, at the Marriott Residence Inn at 1234 Hornby Street. A notice of rezoning application and community open house was mailed to approximately 12,000 surrounding property owners and occupants on June 10, 2013. Staff, the applicant team, and a total of approximately 77 people attended the Open House.

## Public Response

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

- In response to the open houses, a total of 15 comment sheets were submitted from individuals (approximately 77% in favour/8% opposed/15% unsure/maybe).
- A total of 50 letters, e-mails, and online comment forms were submitted from individuals (approximately 42% in favour/44% opposed/14% unsure or unspecified).
- Below is a summary of all feedback (both online and from the open house) related to the proposal:

Question: Do you support the proposed redevelopment of this site?	Yes	No	Unsure/Maybe
1. Initial Application	6 (38%)	7 (44%)	3 (19%)
2. Revised Application	26 (53%)	17 (35%)	6 (12%)

## Summary of Comments

### GENERAL SUPPORT

Many comments echo support for the project and the expected benefits that it may bring to the area.

### DESIGN & HEIGHT

Design was generally positively viewed, with some added commentary hoping for an improved layout of units and plaudits for a design seen as modern and high quality, if a bit boxy. There was a sentiment that this project is in the right location and is one of the places where the Vancouver skyline can make an impact with a 'signature' tower.

Other commenters felt 50+ storeys was too high and out of scale with the surroundings. Further concern existed about local services being overrun and a perceived need for more single-family homes, not towers, in Vancouver. The height would also lead to a loss of views, both locally and citywide, as well as casting more shadows over downtown streets and residences.

### COMMERCIAL USES

Need for more commercial space in the area was raised multiple times, with particular focus falling on the need for a grocery store for the community to use.

#### **PARKING & TRAFFIC**

Some comments showed a desire to unbundle parking stalls from unit costs and to reduce overall stalls provided. Comments received about traffic proposed numerous ideas, such as a light at Drake and Burrard Streets, stripping out bike lanes on Drake Street, and enhancing car share access.

#### **HOUSING AFFORDABILITY**

Some voices suggested a greater rental proportion for the project. There was some worry that too many costly green features would erode housing affordability in the proposal.

#### **PUBLIC PROCESS**

A number of comments indicated skepticism of the process, feeling they would not be listened to. It was felt that the proposal was inconsistent with the dome-shaped skyline policy for downtown and that the developer was simply making a money-grab.

#### **CONSTRUCTION IMPACTS**

Concerns were raised over the existing amount of downtown construction and the potential for more with this proposal.

#### **MISCELLANEOUS**

There was support for the pedestrian walkway through the site and for office space in the area, along with excitement over the potential new views created. Some worries include too much new noise generated and that the green features proposed were simply “green-washing”. Further, there was concern over the fate of the two older homes on the site, worries about increased danger to pedestrians and drivers as a result of the development.

\* \* \* \*



1290 Burrard Street and 1281 Hornby Street  
FORM OF DEVELOPMENT

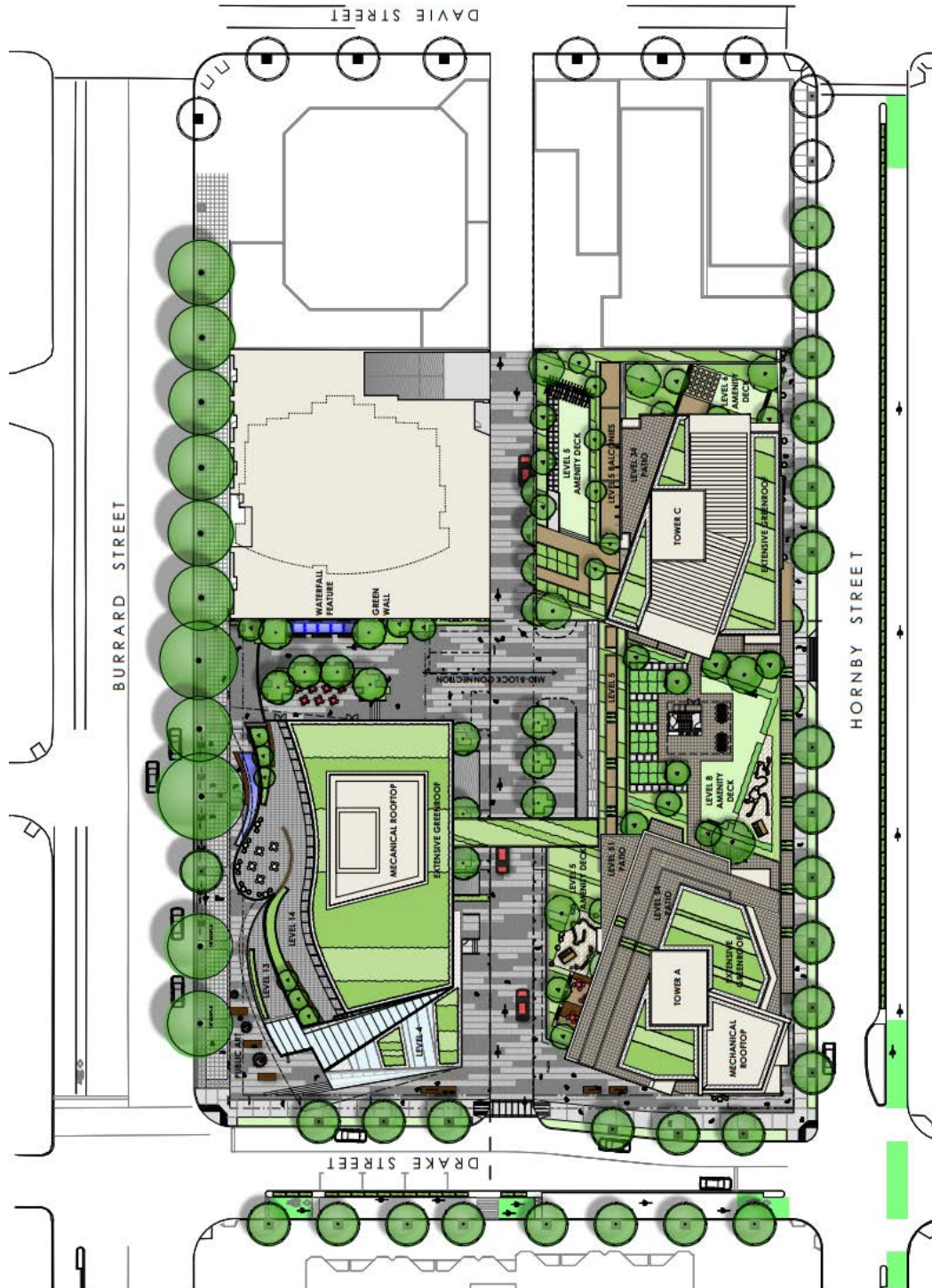


Figure 1: Context/Landscape Diagram



Figure 2: Tower B - South West View



Figure 3: Towers A and C - East Elevations

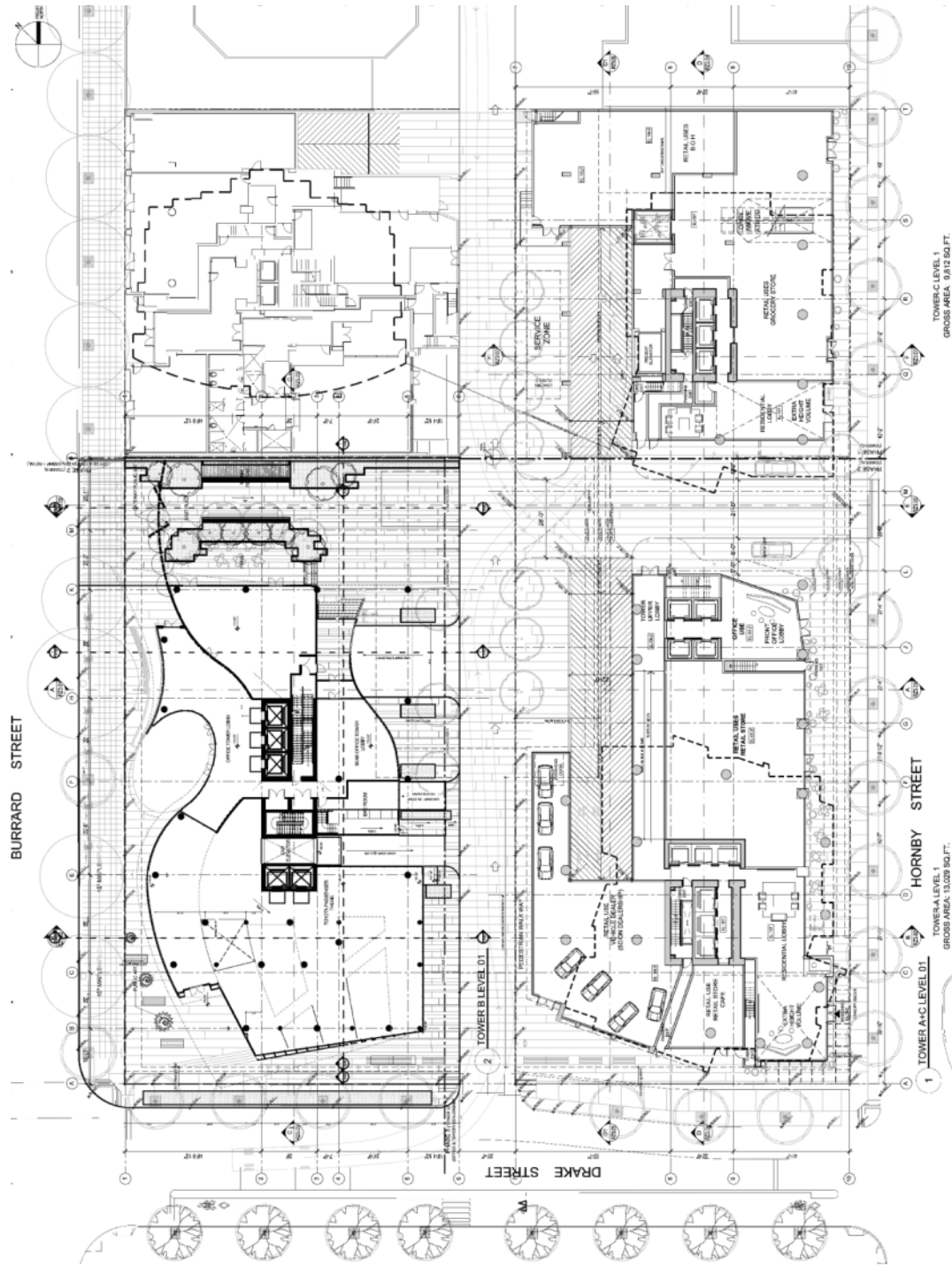


Figure 4: Level 1 Plan

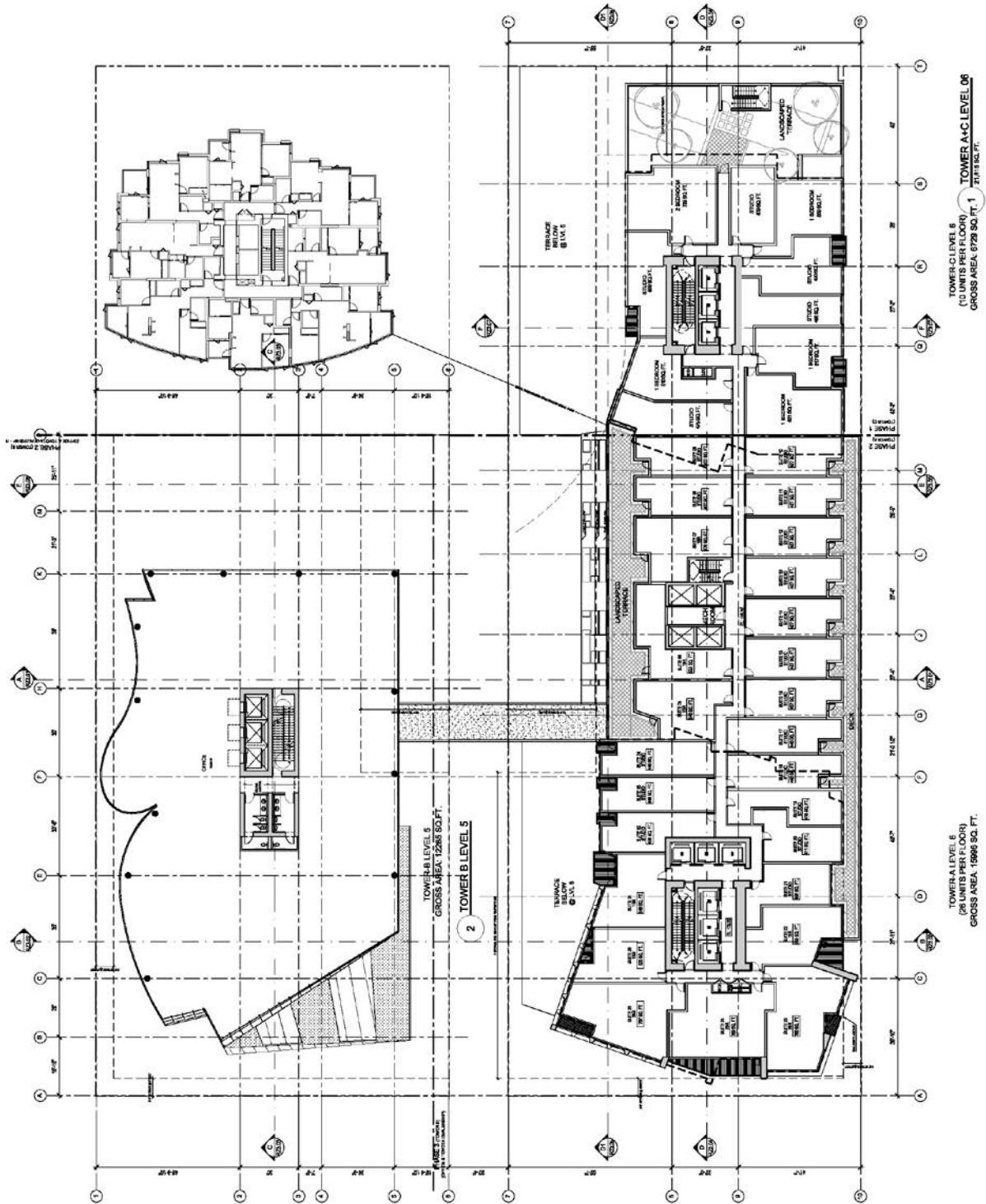


Figure 5: Level 5 Plan

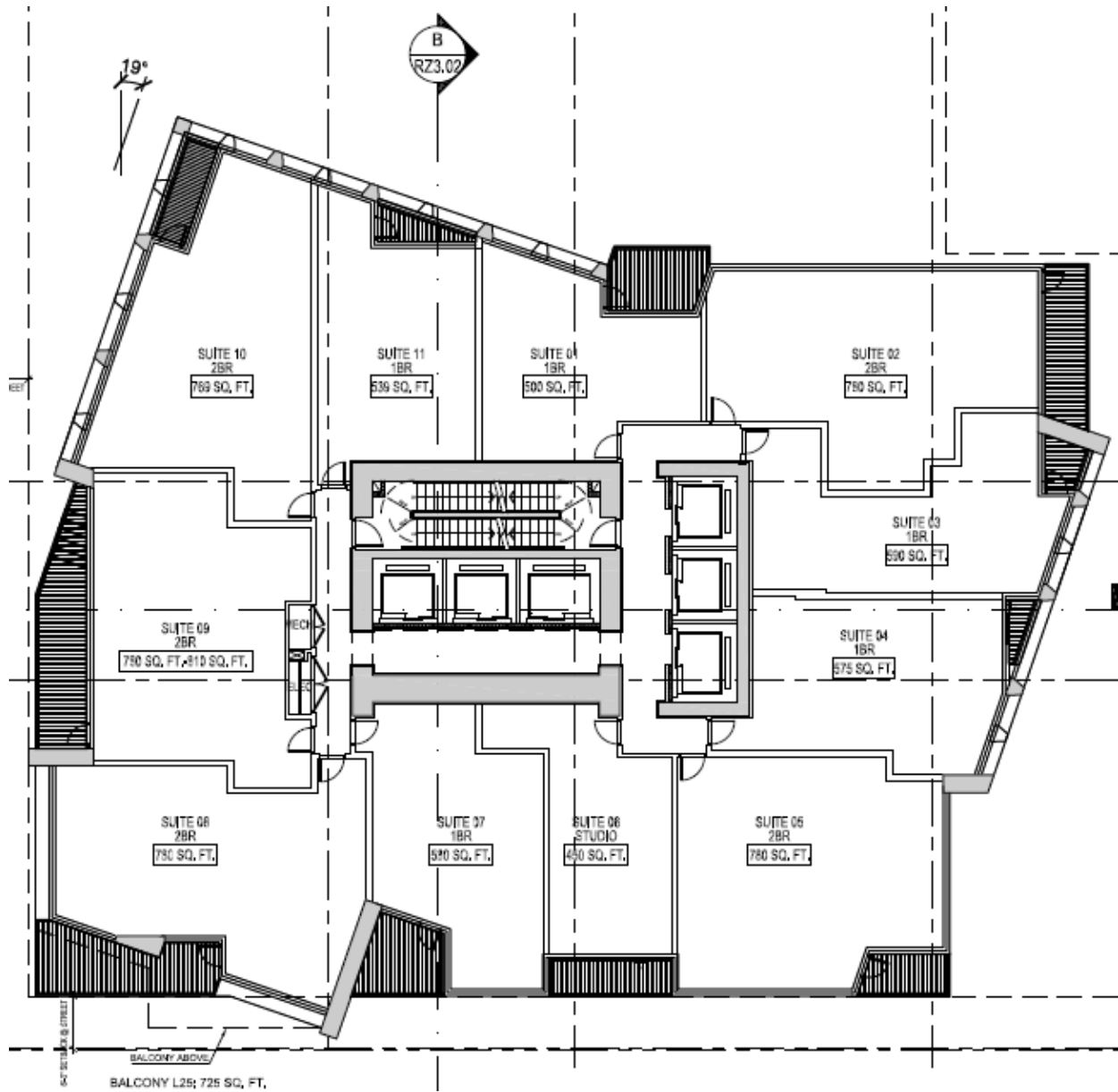


Figure 6: Tower A - Typical Floor Plan (Levels 9-25)

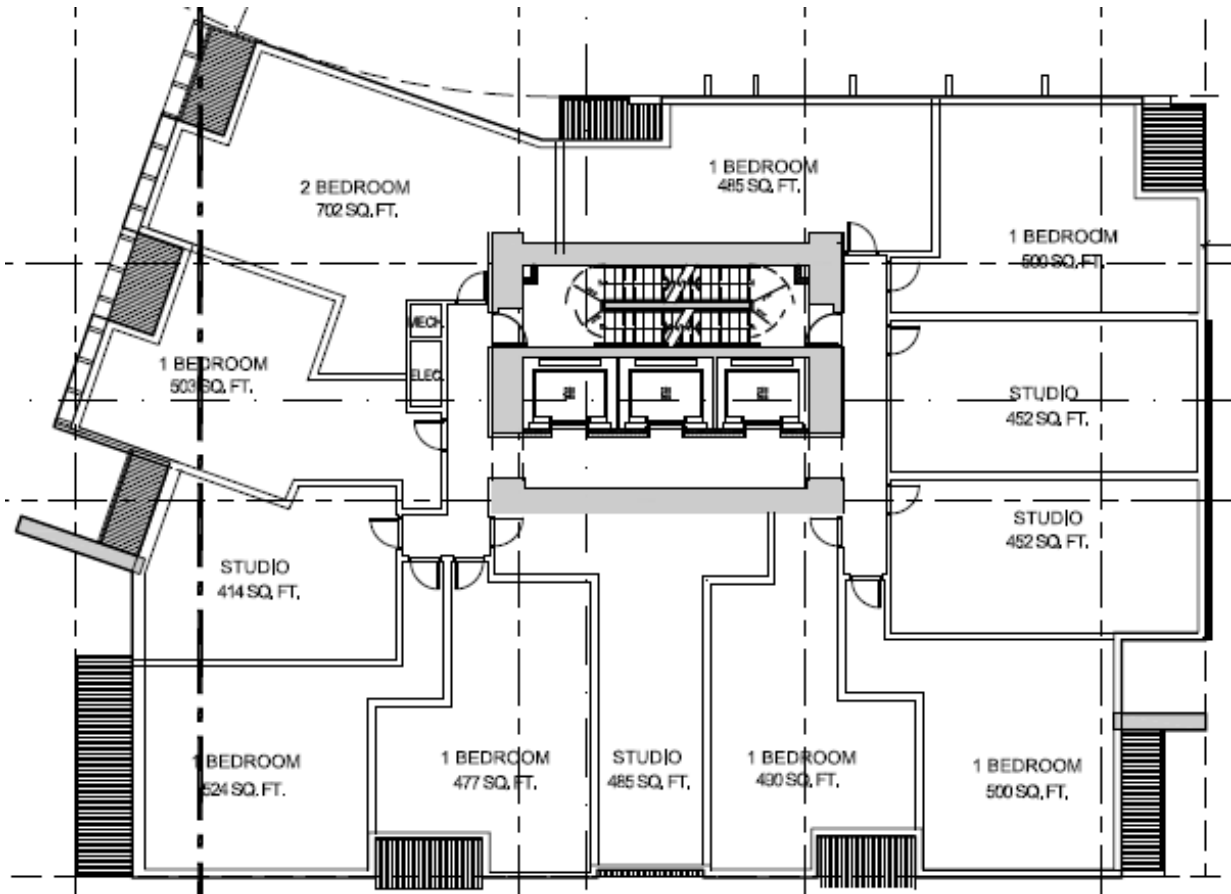


Figure 7: Tower C - Typical Floor Plan (Levels 10-15, 18-23, 26-29)

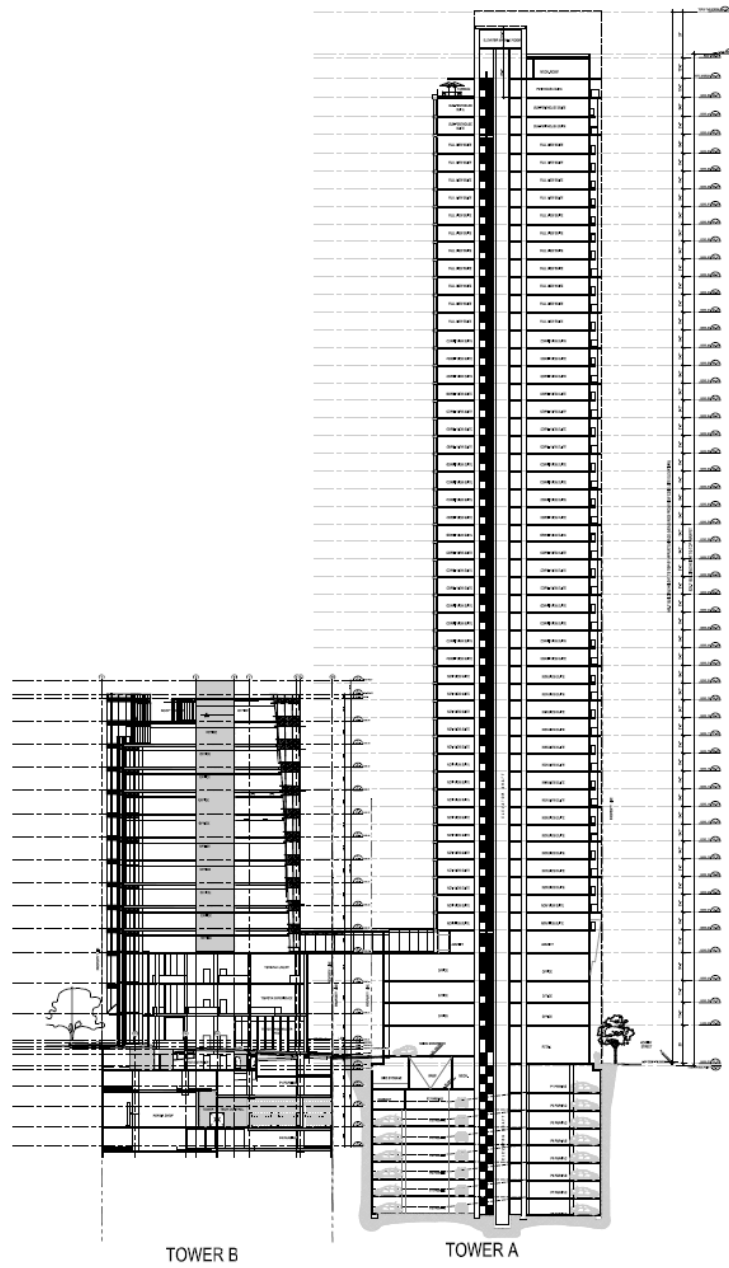


Figure 8: Tower A and B Sections



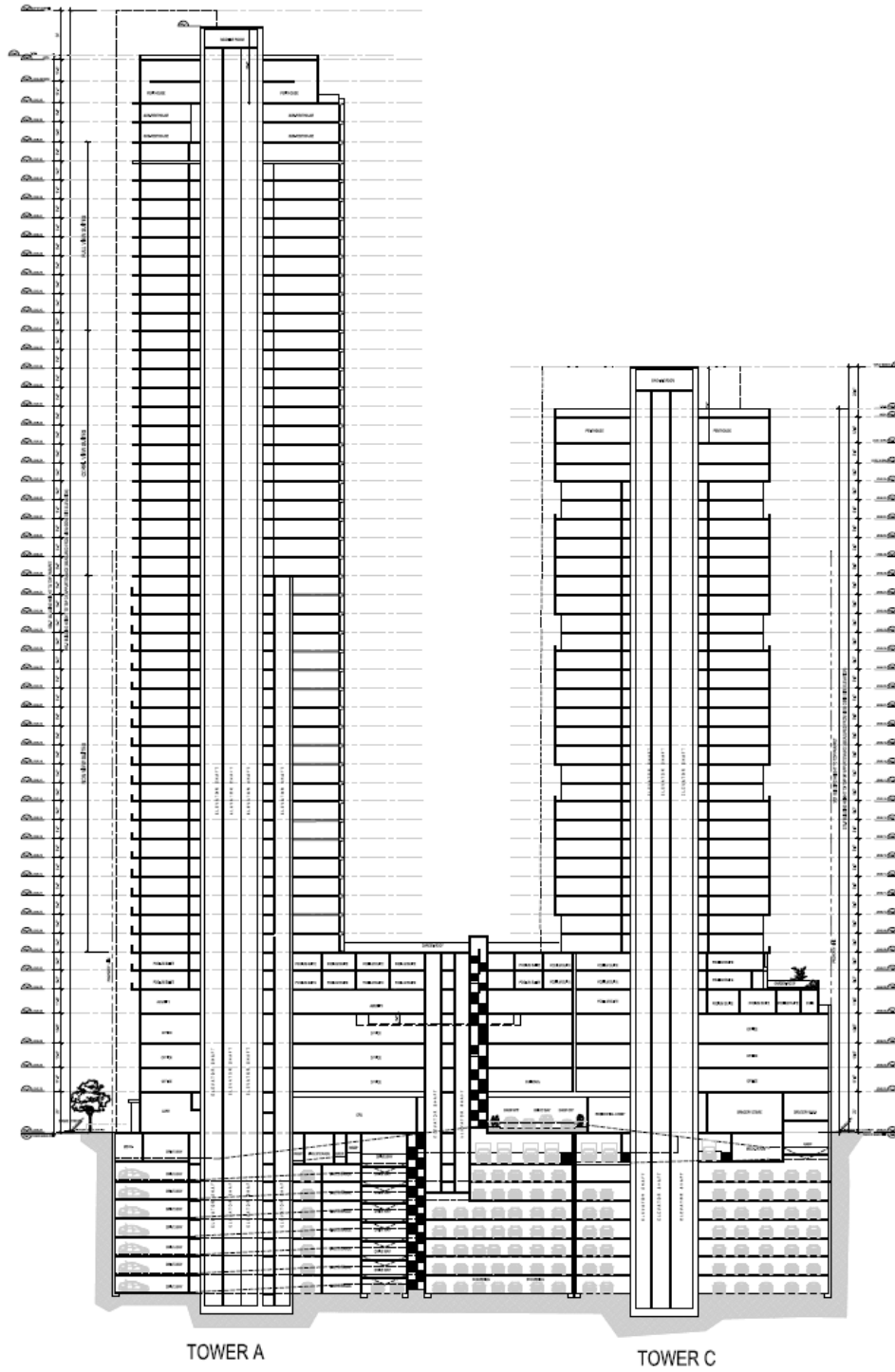


Figure 9: Tower A and C Sections

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1262-1290 Burrard Street and 1229-1281 Hornby Street  
PUBLIC BENEFITS SUMMARY

**Project Summary:**

On the Hornby Street site, a mixed-use development with two residential towers with strata, secured market rental housing, office, retail and service uses. On Burrard, a tower with office, retail and service uses.

**Public Benefit Summary:**

The proposal would result in an allocation of heritage amenity (heritage density acquisition) and in contributions toward community and cultural amenities, park and public realm, public art and DCLs.

	Current Zoning	Proposed Zoning
Zoning District	DD	CD-1
FSR (site area = 68,967 sq. ft.)	5.0	Burrard site: 7.86 FSR Hornby site: 17.29 FSR Aggregate: 13.6 FSR
Buildable Floor Space (sq. ft.)	344,834	Burrard site: 212,222 sf Hornby site: 725,837 sf Aggregate: 938,059 sf
Land Use	Residential/Commercial	Residential/Commercial

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide) (\$12.67/sq. ft.)		
	DCL (other) (Downtown South) (\$17.34/sq. ft.)	\$5,979,413	\$16,265,943
	Public Art (\$1.81/sq. ft.)		\$1,697,887
	20% Social Housing		
Offered (Community Amenity Contribution)	Heritage		\$6,872,028
	Childcare Facilities	N/A	
	Cultural Facilities		\$2,000,000
	Green Transportation/Public Realm		\$4,000,000
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		\$2,815,550
	Social/Community Facilities		\$7,000,000
	Unallocated		
	Other (Affordable Housing Fund)		
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>			<b>\$5,979,413</b>

**Other Benefits (non-market and/or STIR components):**

87 market rental units, secured for sixty years or the life of the building whichever is greater

Note: DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the Downtown South DCLs, revenues are allocated into the following public benefit categories: Parks (38%); Replacement Housing (42%); Childcare (13%); and Engineering Infrastructure (7%).

\* \* \* \* \*

1262-1290 Burrard Street and 1229-1281 Hornby Street  
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	a) 1262-1290 Burrard Street, and b) 1229-1281 Hornby Street
Legal Description	See Appendix F
Applicant/Architect	IBI/HB Architects and Bing Thom Architects
Property Owner	Pattison Developments, Reliance Properties, Rattenbury Developments and 0785687 B.C. Ltd.

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEV'T (if different)
Site Area	Burrard Street site: 26,986 sf Hornby Street site: 41,981 sf Total: 68,967 sf		
Zoning	DD (N)	CD-1	
Uses	Residential, Retail, Service, Office, Institutional	Residential, Retail including Vehicle Dealer, Service including Motor Vehicle Repair, Office	
Floor Area	5.0 FSR	Burrard site 212,222 sf (7.86 FSR) Hornby site 725,837 sf (17.29 FSR) Aggregate 938,059 sf (13.6 FSR)	
Maximum Height	DD zoning: 300 ft. Higher Building Policy: 500 ft. View cone limit (Burrard) 170 ft. View cone limit (Hornby) 360 ft.	Burrard site: 194 ft. Hornby site (sub-area A) 550 ft. Hornby site (sub-area B) 372 ft.	Burrard site: 182 ft. Hornby site (sub-area A) 550 ft. Hornby site (sub-area B) 368 ft.
Dwelling Units		Market rental 87 Market strata 723 Total 810  Studios 176 One Bedroom 370 Two Bedroom 264	
Parking	Burrard site (maximum): 157 Hornby site: - Sub-Area A 325 - Sub-Area B 173	Burrard site: 177 Hornby site: - Sub-Area A 511 - Sub-Area B 302	Burrard Street site: may exceed maximum permitted by 37 parking spaces
Loading			Hornby Street site: Class A loading at a rate of 0.01 spaces/dwelling unit up to 300 dwelling units, and at a rate of 0.008 spaces/dwelling unit in excess of 300.

\* \* \* \* \*