



## POLICY REPORT

Report Date: February 27, 2018  
Contact: Karen Hoese  
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Meeting Date: March 13, 2018

TO: Vancouver City Council  
FROM: General Manager of Planning, Urban Design and Sustainability  
SUBJECT: CD-1 Rezoning: 1133-1155 Melville Street

### ***RECOMMENDATION***

- A. THAT the application by James KM Cheng Architects Inc., on behalf of Oxford Properties Office Holdings Inc. and 2331355 Ontario Limited, to rezone 1133-1155 Melville Street [*Strata Lots 1 to 15, District Lot 185, Strata Plan VR. 1286; PIDs 006-407-781, 006-407-811, 006-407-838, 006-407-871, 006-407-889, 006-407-943, 006-407-978, 006-408-028, 006-408-044, 006-408-087, 006-408-117, 006-408-133, 006-408-176, 006-408-206 and 006-408-222 respectively*] from Downtown District (DD) to CD-1 (Comprehensive Development) District, to increase the floor space ratio to 21.21 (with the proviso that these lands will not be developed to a floor space ratio greater than 20.34, as discussed in this report) to allow for the construction of a 36-storey office building with a floor area of 57,636 sq. m (620,390 sq. ft.), be referred to a Public Hearing together with:
- (i) plans prepared by James KM Cheng Architects, received October 6, 2017;
  - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
  - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to conditions contained in Appendix B;

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

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

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

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

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

- D. THAT, subject to enactment of the new CD-1 By-law, the Parking By-law be amended to include this CD-1 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 new CD-1 By-law.

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

### ***REPORT SUMMARY***

This report evaluates an application to rezone the site at 1133-1155 Melville Street. The application proposes a 36-storey office building with a floor area of 57,636 sq. m (620,390 sq. ft.) and floor space ratio (FSR) of 20.34. An additional FSR of 0.87 is part of the application to satisfy the requirements of an existing single-site covenant over this and the adjacent property at 1177-1189 Melville Street.

This application helps achieve City economic policies through the creation of new office and job space in the Central Business District. The application has been assessed and the uses and form of development proposed are supported, subject to design development and other conditions outlined in Appendix B. It is recommended that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing.

## *COUNCIL AUTHORITY/PREVIOUS DECISIONS*

Relevant Council policies for this site include:

- Rezoning Policy for the Central Business District (CBD) and CBD Shoulder (2009)
- Metro Core Jobs and Economy Land Use Plan: Issues and Directions Report (2007)
- Downtown Official Development Plan (1975)
- Downtown (except Downtown South) Design Guidelines (1975, last amended 1993)
- DD (except Downtown South) C-5, C-6, HA-1 and HA-2 Character Area Descriptions (1975, last amended 2003)- Character Area F (Golden Triangle)
- General Policy for Higher Buildings (1997; last amended 2014)
- Rezoning Policy for Sustainable Large Developments (2010; last amended 2014)
- View Protection Guidelines (1989; last amended 2011)
- Vancouver Economic Action Strategy (2011)
- Transportation 2040 Plan (2012)
- Green Buildings Policy for Rezoning (2009, amended 2017)
- Vancouver Neighbourhood Energy Strategy (2012)
- Community Amenity Contributions – Through Rezoning (1999, last amended 2017)
- Financing Growth Policies (2003)
- Development Cost Levy By-law (2008, last amended 2017)
- Public Art Policy for Rezoned Development (1994, last amended 2014)

## *REPORT*

### *Background/Context*

#### **1. Site and Context**

The rezoning site is located on the north side of Melville Street, mid-block between Thurlow Street and Bute Street. The site is currently occupied by a 10-storey building comprised of five storeys of above-grade parking and five storeys of office use, with vehicular accesses from both the lane and Melville Street. This building is proposed to be demolished. The existing zoning of the site is Downtown District (DD) - Area F.

The blocks surrounding the subject site contain a mix of office, hotel and residential buildings ranging from some older office buildings to buildings with heights of about 10 to 12 storeys and newer developments up to 63 storeys. Significant developments in the immediate area are shown in Figure 1 and are listed in Table 1 below.

Figure 1 - Site and surrounding zoning

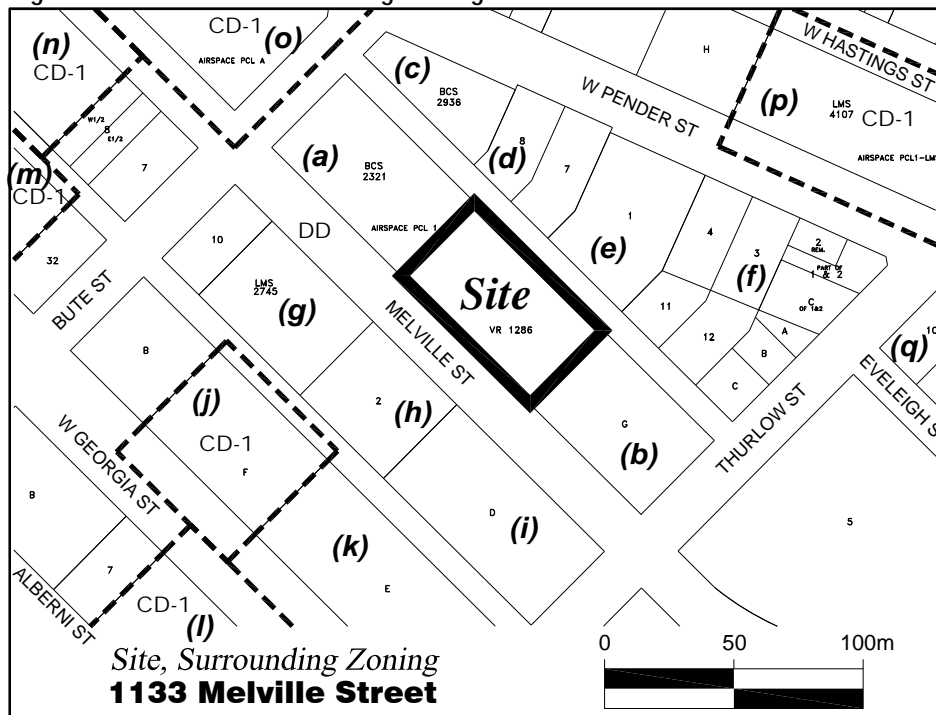


Table 1 - Site context

	Address	Notes
(a)	1177-1189 Melville St	"The Melville" a 42-storey strata residential building and "The Loden" a 13-storey hotel building
(b)	1111 Melville St	12-storey office building
(c)	1188 W Pender St	"The Sapphire" - 34-storey strata residential building with ground-floor commercial uses and a childcare centre
(d)	1166 W Pender St	"Pender Circle" - 10-storey office building
(e)	1140 W Pender St	"Clarica" - 18-storey office building
(f)	1130 W Pender St	"Fidelity Life Building" - 16-storey office building with ground-floor commercial uses
(g)	1166 Melville St	"Orca Place" - 30-storey strata residential building
(h)	1138 Melville St	"Melville Place" - 18-storey office building
(i)	1100 Melville St	"Sun Life Building" - 16-storey office building with ground-level commercial uses and plaza
(j)	1161 W Georgia St	"Trump Tower" - 63-storey building with hotel and residential uses
(k)	1111 W Georgia St	"Fortis Centre" - 24-storey office building
(l)	1111 Alberni St	"The Shangri-La" - 62-storey building with hotel and residential uses
(m)	1239 W Georgia St	"The Venus" - 36-storey strata residential building
(n)	1238 Melville St	"Point Claire" - 35-storey strata residential building
(o)	1211 Melville St	"The Ritz" - 38-storey residential building with ground-floor commercial uses
(p)	1128 W Hastings St	Marriott Pinnacle - 66-storey building with hotel and residential uses
(q)	1070-1090 W Pender St	Proposed 31-storey office building (Existing building proposed for demolition)

**Application Revisions** — The rezoning application for 1133-1155 Melville Street was originally submitted on July 8, 2015. It was presented to the Urban Design Panel on October 21, 2015, and was not supported. A revised proposal was prepared in response to advice about public realm improvements, reduction in building massing, and passive elements to improve the tower's energy sustainability strategy. The revisions resulted in a reduction in the total floor area from 77,248 sq. m (831,492 sq. ft.) to 57,636 sq. m (620,390 sq. ft.) and a reduction of density from 21.59 FSR to 20.34 FSR. The revised proposal was reviewed and supported by the Urban Design Panel on May 31, 2017. The revised rezoning application was then formally submitted October 6, 2017.

## 2. Policy Context

**Metro Core Jobs and Economy Land Use Plan** — The *Metro Core Jobs and Economy study* was initiated in 2005 to review the need for development and transportation capacity to accommodate future job growth and economic activity in the Metro Core. This area extends from 16th Avenue north to Burrard Inlet, between Clark Drive to the east and Burrard Street to the west. By 2007, after extensive research and analysis, the study concluded that there was an anticipated shortfall of 5.8 million sq. ft. in commercial capacity in the Downtown, and that zoning and policy changes would be required to meet Vancouver's long-term (30-year) job space needs. In 2009, Council approved the *Metro Core Jobs and Economy Land Use Plan*, which has as its objectives intensification of job space in the central business district (CBD) and mitigation against additional residential speculation within the City's key commercial area. Further approvals to address the job space gap included amending the *Downtown Official Development Plan* and adopting a *Central Business District (CBD) and CBD Shoulder Rezoning Policy*.

**Rezoning Policy for the CBD and CBD Shoulder** — The *Rezoning Policy for the CBD and CBD Shoulder* strategically seeks to increase the potential for commercial capacity by guiding rezonings for non-residential buildings to reach heights and densities up to the view cones, thereby improving the economic climate for new office development. Rezoning of the remaining viable commercially-zoned sites in the CBD to maximize their job space potential is fundamental to Council's objective of closing the 5.8 million sq. ft. gap in job space that has been identified. This application for an office building within the City's CBD addresses the intent of this policy.

**Vancouver Economic Action Strategy** — The *Vancouver Economic Action Strategy* provides directions to enhance the City's economic performance, with a focus on creating a climate for economic growth, and on supporting business investment and trade. The strategy further seeks to attract and retain talent through measures that include increased affordability and availability of family housing and of childcare for working families.

**General Policy for Higher Buildings** — The *General Policy for Higher Buildings* 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 particular feature as seen from a specific place.

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

two local 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 energy consumption.

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

### *Strategic Analysis*

#### 1. Proposal

A 36-storey building with a total floor area of 57,636 sq. m (620,390 sq. ft.) is proposed. This includes:

- 1,121 sq. m (12,066 sq. ft.) of retail space on the ground floor;
- 56,515 sq. m (608,324 sq. ft.) of office uses above; and
- five levels of underground parking accessed off the lane.

Figure 2: Proposed Building viewed from Melville Street at Thurlow Street



## 2. Land Use

The site at 1133-1155 Melville Street is located in Area F of the Downtown (DD) District, with land use regulated by the *Downtown Official Development Plan (DODP)*. Area F offers a wide range of non-residential uses, principally general commercial uses (retail and service) and office commercial uses.

The site is also located in the CBD which is the premier business and cultural district for Vancouver and the focal point of the region's transportation system. To ensure continued economic vitality and competitiveness of this centre of commerce, policy in the CBD prioritizes commercial uses and increased job space, and also encourages the rezoning of commercial sites to maximize their job space potential. This application for an office building within the city's CBD addresses the intent of these policies. Should this application be approved, it would result in the creation of a new CD-1 District with uses consistent with the intent of the *Rezoning Policy for the CBD and CBD Shoulder* and the DODP.

The DODP is structured in such a way that if a site within its boundaries is rezoned to Comprehensive Development (CD-1) District, the rezoned site is automatically removed from the DD zoning district (no amendments to the *DODP* are required) and, as a result, the DODP no longer applies to the rezoned site. Although no longer part of the DODP, staff apply DODP urban design and land use policy considerations (in this case those of the CBD) where possible in creating the new CD-1 District Schedule.

## 3. Office Development

Table 2: New Office Floor Space (Major Developments\*) in Vancouver since January 2009

Completed	Sq. ft.	Projects	Jobs (est.)
Metro Core	2,955,000	17	9,850
Rest of City	1,407,000	9	4,690
<b>City Total</b>	<b>4,362,000</b>	<b>26</b>	<b>14,540</b>

Under Construction	Sq. ft.	Projects	Jobs (est.)
Metro Core	561,000	4	1,870
Rest of City			-
<b>City Total</b>	<b>561,000</b>	<b>4</b>	<b>1,870</b>

Approved Rezoning and Development Permit	Sq. ft.	Projects	Jobs (est.)
Metro Core	1,317,000	7	4,390
Rest of City	960,000	1	3,200
<b>City Total</b>	<b>2,277,000</b>	<b>8</b>	<b>7,590</b>

Completed, Under Construction, Approved Rezoning and Development Permit	Sq. ft.	Projects	Jobs (est.)
Metro Core	4,833,000	28	16,110
Rest of City	2,367,000	10	7,890
<b>City Total</b>	<b>7,200,000</b>	<b>38</b>	<b>24,000</b>

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

Source: City of Vancouver development tracking as of February 21, 2018

Table 2 shows how major office development has been accelerating since the time of Council's policy changes for the Metro Core and for areas outside of the Downtown. Included in the "Approved Rezoning and Development Permit" total for the Metro Core is new job space totalling 2,277,000 sq. ft. This is a significant change from the five-year period prior to

the policy changes when very little office space (particularly in the stand-alone office buildings that the business community favours) was built due to high building costs and high land costs resulting from residential speculation in the CBD. If this application is approved, approximately 608,000 sq. ft. would be added to this total.

#### 4. Density

Under the DODP, the density currently permitted on the site is up to 9.0 FSR. This rezoning proposes an overall floor area of 57,636 sq. m (620,390 sq. ft.) equivalent to 20.34 FSR. This increase in density is consistent with the intent of the *Rezoning Policy for the CBD and CBD Shoulder*, and the staff urban design assessment concludes that the proposed floor area can be appropriately accommodated, subject to the design development conditions in Appendix B.

**Single-Site Covenant** — In 2004, to facilitate redevelopment of the adjacent site to the west at 1177-1189 Melville Street, the City allowed a single-site covenant to be registered across 1133-1155 Melville and 1177-1189 Melville. These properties were treated as one for sake of a development permit application which sought to develop a 42-storey residential tower and 13-storey hotel on the west property. Under that approval no changes to 1133-1155 Melville Street were proposed, although 0.87 FSR of unused or residual density from that property was used in the development of 1177-1189 Melville. The single-site covenant must remain in place for as long as the development at 1177-1189 Melville Street is using it. Accordingly, the proposed CD-1 By-law for 1133-1155 Melville must provide 0.87 FSR of extra density, or 2,465.2 sq. m (28,536 sq. ft.) of floor area, in addition to the 20.34 FSR proposed for the new office building, for a total FSR of 21.21.

#### 5. Height, Form of Development and Public Realm

**Height** — The *General Policy for Higher Buildings* identifies strategic locations for the development of higher buildings within the downtown peninsula. The proposed site was identified as high building site in order to provide a visual punctuation to the skyline within the CBD shoulder area. The policy identifies expectations for buildings to minimize adverse shadowing and view impacts on the public realm including key streets, parks and plazas as well as neighbouring buildings. The proposed tower height is 167.6 m (550 ft.) measured to the top of the architectural parapet that screens the rooftop mechanical. This adheres to the height identified for this site in *General Policy for Higher Buildings*.

Shadow impacts are assessed on public open spaces at 10 am, noon, 2 pm and 4 pm measured both on the spring and autumn equinox (March 21 and September 21). There are two nearby public spaces staff assessed as part of shadow analysis. The first is the important publicly accessible open spaces located across the lane to the north. The shadow analysis for this space found that no additional shadowing was produced by the proposed height and massing of the application. The second space staff assessed for shadowing impacts was Harbour Green Park, which is located due north off West Cordova Street approximately 650 ft. away. Staff have determined that the currently proposed form and height does create new shadows on Harbour Green Park, which is not acceptable. Conditions in Appendix B require that the building be reduced in height or be reshaped in order to not produce any shadowing onto the park boundaries during the period of 10 am to 4 pm, between the spring and autumn equinoxes (March 21 to September 21).



**Form of Development** – Since this area in the DODP is zoned for large office towers, it does not specify a maximum floor-plate size as is typically done for the residential areas of the downtown. Instead, overall fit with neighbouring properties and with the public realm is evaluated on a case-by-case basis. In all instances, a minimum 80-foot separation from neighbouring residential towers is sought. While most buildings in the immediate vicinity contain office uses, there are three residential towers located to the northwest, north, and west of the site. These three towers are indicated as (a), (c), and (g) in Figure 1.

The proposal has demonstrated the desired architectural excellence and creativity sought for taller buildings, along with the higher standard of sustainability performance requirements, as outlined in the *General Policy for Higher Buildings*. Staff have assessed the proposal and confirmed that it affords a visual punctuation to the broader urban design objectives for achieving a legible “dome-shaped” skyline. With its unique formal tower expression of stacked boxes and a deliberate finishing treatment at the top of the tower, the proposal will contribute positively to the Vancouver’s skyline, especially when viewed from the Queen Elizabeth viewpoint (View cone 3.2.1). In order to achieve the goals of the policy, the execution of the building’s architecture will necessitate exceptional detailing. Therefore, staff are recommending a design development condition for quality of materials and detailing (see Appendix B).

The *Rezoning Policy for Sustainable Large Developments* applies to this site and requires consideration of building siting, orientation, building shape, massing and solar shading. In this instance, the sustainable site design parameters are more challenging to apply due to the relatively constrained site and the proximity of nearby towers. Staff anticipate that the building will rely on careful envelope design as its main passive design feature, including proposed solar shading elements that are informed by building energy modelling analysis. (See condition in Appendix B.)

**Public Realm and Landscape Design** – The *General Policy for Higher Buildings* identifies the inclusion of open spaces that contribute to the downtown network of green and plaza spaces as an important consideration. In response, this rezoning application proposes a wider sidewalk on Melville Street and, midblock through the site, a generously dimensioned public pedestrian mews with a curvilinear pathway and adjacent landscaping. This path aligns with the existing public square located in the development at 1140 West Pender Street.

The *Rezoning Policy for Sustainable Large Developments* requires consideration for access to nature. The development will provide occupants and visitors with increased access to nature via the inclusion of open-air amenities and added green space, at the ground floor and on several levels of the building.

Conditions related to landscape design development are contained in Appendix B.

**Urban Design Panel** – The revised proposal was reviewed and supported by the Urban Design Panel on May 31, 2017 (see Appendix D). Recommendations from the Panel included design development to strengthen the architectural expression of the building and improve the landscaping conditions on both the roof and pocket park.

In conclusion, staff recommend approval of the proposed form of development, subject to conditions outlined in Appendix B. Architectural drawings are contained in Appendix F and the development statistics are summarized in Appendix H.

## 6. Parking and Transportation

The *Rezoning Policy for Sustainable Large Developments* requires submission of a Green Mobility Plan with a rezoning application. This project proposes a number of measures to promote sustainable transportation choices. These include a cycling facility, car-sharing vehicle spaces, and a transportation demand management coordinator appointed by the developer to promote sustainable and active transportation choices for building occupants.

**Parking** – For the proposed uses and floor area, the Parking By-law would require a minimum of 398 parking spaces and allow a maximum of up to 501 parking spaces.

The application proposes five levels of underground parking, which provide 257 physical parking spaces. An additional 71 parking spaces are proposed to be credited through provisions in the Parking By-Law. The By-law allows for consideration of reduced vehicle parking if extra Class A bicycle spaces are provided beyond the by-law requirements. Car share vehicles are also proposed as a means to reduce on-site parking requirements. As the existing by-law provision for car share vehicles and spaces currently applies only to residential developments, an amendment is proposed to Schedule C of the Parking By-law to enable up to eight car share vehicles and spaces to be considered in this CD-1 (See Appendix C).

With these additional parking spaces credited, the application remains approximately 70 parking spaces below the by-law requirement. Engineering Services staff do not support relaxing the by-law in response to the shortfall and recommend that the applicant explore payment-in-lieu, design changes, parking being arranged off-site or other measures to meet the by-law minimum requirements (see Appendix B).

**Bicycle Facility** – For the proposed uses and floor area, the Parking By-law would require a minimum of 115 Class A and 12 Class B bicycle spaces. The application proposes 195 Class A and 12 Class B bicycle spaces, which includes additional Class A spaces in lieu of vehicle parking spaces, as allowed for under section 6.2A(a) of the Parking By-law.

The proposed cycling facility is accessed directly off the lane, and contains end-of-trip showers and changing rooms, a bike repair workshop, and visual connection to the public realm. This facility is a major feature of the building's program and, as proposed, it would deliver an impressive level of service and amenity for those building occupants who choose to cycle to work.

**Loading** – For the proposed floor area and uses, the Parking By-law would require a minimum of eight Class A loading spaces and six Class B loading spaces. The application proposes a total of 12 Class A loading spaces and three Class B loading spaces. Staff support a reduction of three Class B loading spaces, provided the additional four Class A spaces are provided.

**Nearby Transportation Infrastructure** – Located in the CBD, the site is very well served by public transit, with multiple bus routes within walking distance. Canada Line and SkyTrain stations are within close walking distance. Melville Street and Pender Street have painted bike lanes, while Hornby Street is an All Ages and Abilities protected cycling route. The Coal Harbour Seaside route is nearby.

Engineering conditions of approval are set out in Appendix B.

## 7. Environmental Sustainability

The *Green Buildings Policy for Rezoning* (last amended February 7, 2017) requires that rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy. These new requirements are mandatory for all rezoning applications received on or after May 1, 2017. Applications received prior to May 1, 2017 may choose to meet this updated version of the policy or the preceding version.

This application was developed under, and has opted to satisfy, the preceding version of the policy, which requires that rezoning applications achieve a minimum of LEED Gold rating, with targeted points for water efficiency, stormwater management and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project. The applicant submitted a preliminary LEED scorecard indicating that the project is pursuing and is on track to go beyond the requirement and achieve LEED Platinum certification.

The *General Policy for Higher Buildings* (amended by Council in 2014) requires that all higher buildings demonstrate and advance the City's objective for carbon neutrality for new buildings with a stated objective to achieve a 45% reduction in energy consumption as compared to the 2014 Vancouver Building By-law, and demonstrate leadership in sustainable design. The application proposes significant measures to reduce overall energy use, including the following:

- High-efficiency heat-recovery chiller with an air-source heat pump for peak heating loads;
- Triple pane glazing throughout ( $U_{IP}$ -0.25 or better);
- Glazing ratio of approximately 60% or less;
- Effective wall performance of  $R_{IP}$ -7.0 or better;
- Tenant lease agreements committing tenants to achieve 40% to 50% lighting power density reduction from ASHRAE 90.1-2010;
- State-of-the-art fancoil units with low fan power and variable flow control capabilities;
- Air-to-air heat recovery with an effectiveness of 70%; and
- Demand-control ventilation via CO<sub>2</sub> sensors in all office spaces.

In addition to the above, this project is registered as a pilot project under the CaGBC's Zero Carbon Buildings Framework, and is planned as a highly efficient all-electric building, resulting in a near-zero emissions building. Based on these proposed measures, this building is considered by staff to meet the intent of policy and advance the City's objectives towards zero emissions buildings, subject to conditions outlined in Appendix B.

The *Rezoning Policy for Sustainable Large Developments* applies to rezoning proposals having either a total minimum site size of 8,000 sq. m (1.98 acres) or containing more than 45,000 sq. m. (484,375 sq. ft.) of new floor area. The policy applies to this rezoning application, since it proposes an overall floor area of 57,636 sq. m (620,390 sq. ft.). The policy requires rezoning applications to commit to strategies and outcomes in the objective areas listed below. Subject to conditions outlined in Appendix B, staff support the application's response in each of these areas:

- Sustainable site design and access to nature: Refer to the Height, Form of Development and Public Realm section above.

- **Sustainable food systems:** The application anticipates that the project will pursue on-site food composting, lobby space for a community food market and edible landscaping. At the development permit stage, a Sustainable Food System Plan will be required, which identifies food assets to be sought on the site.
- **Green mobility:** Refer to the Parking and Transportation section above.
- **Rainwater Management:** At the development permit stage, a Rainwater Management Plan will be required, which will contain targets for capturing and treating rainwater on the site.
- **Zero waste planning:** A Zero Waste Plan was submitted as part of the rezoning application, which included commitments for physical design and operations.
- **Low carbon energy supply:** City staff, in coordination with the applicant, have confirmed that the most appropriate pathway to low carbon for this proposal is through building-scale design. Neighbourhood Energy Utility connectivity is not required for this site.

## *PUBLIC INPUT*

### *Public Notification*

An information sign for the revised rezoning application was installed on the site on November 7, 2017. A community open house took place on November 21, 2017. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([www.vancouver.ca/rezapps](http://www.vancouver.ca/rezapps)).





### *November 21, 2017 Community Open House*

A community open house was held from 4-7 pm on November 21, 2017 at the Marriott Vancouver Pinnacle Hotel (1128 West Hastings Street). A total of 9,202 notifications were distributed within the neighboring area on or about November 1, 2017. Staff, the applicant team and a total of approximately 57 people attended the Open House.

### *Public Response*

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

- In response to the November 21, 2017 open house, a total of 46 comment sheets were submitted from individuals.
- 8 pieces of online feedback was received regarding the application.

Total notifications	 9202
Open House attendees	 57
Comment sheets	 46
Other feedback	 8

Below is a summary of all feedback (both online and from the open house) related to the proposal, ordered by themes of support and concerns and by level of frequency.

Comments of support:

- *Building Design:* There was a high level of support for the design of the building. Many people like the innovative and iconic nature of the design and want more of these types of buildings in Vancouver.
- *Office Supply:* There was a high level of support for the application due to the large amount of office space that would be added to downtown.
- *Economy/Jobs:* Several respondents were supportive of the job opportunities this project would provide or the potential to attract new businesses.
- *Public Realm and Amenities:* Some respondents expressed support for the amenities proposed including the pocket park, rooftop green spaces, and cycling end-of-trip facilities.
- *General Support:* Other comments including support for the revised design, suggestions that floor plates could be larger, and suggestions for interesting lighting design.

Comments of concern and suggestions for improvement:

- *Building Design:* Some respondents felt the proposed building is too tall and not appropriate for the area.
- *View and Sunlight Impact to Adjacent Development:* Some neighbourhood residents were concerned the building will block sunlight to their units and balconies.
- *Traffic:* Respondents expressed concern that the increase in density at this site, alongside recently approved developments nearby, would severely impact traffic and congestion at the intersections surrounding the site.
- *Process:* Some respondents expressed concern that the City's approval process is too slow and suggested it be accelerated to allow more office space to be built.

Staff assessed the issues raised through the rezoning review process and concluded that the proposed development is supportable, subject to conditions contained in Appendix B. As noted above, staff have assessed building design and height and determined that it appropriately responds to the *General Policy for Higher Buildings* and other policies, subject to conditions found in Appendix B. Engineering staff have concluded that the new development, through its design and green mobility measures, appropriately responds to the site context, subject to conditions found in Appendix B.

## ***PUBLIC BENEFITS***

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

### **Required Public Benefits**

**Development Cost Levies (DCLS)** – Development Cost Levies (DCL) collected from new development help pay for facilities made necessary by growth including parks, childcare facilities, replacement (social/non-profit) housing and various engineering infrastructure. The

subject site is in the City-wide DCL District where the rate for commercial uses is \$149.73/sq. m (\$13.91/sq. ft.). It is anticipated that the new floor area of 57,636 sq. m (620,390 sq. ft.) that is associated with the proposed tower will generate DCLs of approximately \$8,629,625.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment on September 30 of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12 months from the date of DCL By-law rate amendment provided that it has been submitted prior to the adoption of such DCL By-law rate adjustment. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rate will apply. See the City's DCL Bulletin for details on DCL rate protection.

**Public Art Program** —The *Public Art Policy for Rezoned Developments* requires rezonings having a floor area of 9,290 sq. m (100,000 sq. ft.) or greater to contribute public art or provide 80% cash in lieu as a condition of rezoning. Public art budgets are based on a formula (2016) of \$21.31 per sq. m (\$1.98 per sq. ft.) for areas contributing to the total FSR calculation. With 57,636 sq. m (620,390 sq. ft.) of eligible floor area proposed in this rezoning application, a public art budget of approximately \$1,228,372 is anticipated. The Public Art rate is finalized at the development permit stage and is subject to Council approval of periodic adjustments to address inflation.

### Offered Public Benefits

Within the context of the City's financing growth framework, an offer from a rezoning applicant to make a public benefit contribution to address the impacts of rezoning can be anticipated. On November 29, 2017, Council amended the CAC policy to remove the negotiation on commercial-only rezonings. Interim commercial linkage targets on net additional floor area were approved. In the Downtown, the interim commercial linkage target is \$15 per sq. ft. for commercial-only applications that do not propose strata-titled commercial space.

As this new approach to commercial rezonings only applies to new applications received after November 29, 2017 and because it does not apply to applications which are subject to the *Rezoning Policy for Sustainable Large Developments*, a negotiated approach was used for 1133-1155 Melville Street. Nonetheless, the applicant has offered a commercial linkage contribution equivalent to the adopted target. As the density is increasing from 8.13 to 20.34 FSR, a contribution of \$15 per sq. ft. is offered on 12.21 FSR or 372,417 sq. ft. of addition floor area. This equates to a contribution of \$5,586,255. Conditions in Appendix B prohibit the subdivision of the office and retail space by strata plan and further prohibit the separate sale of any office and retail space. Real Estate Services staff have reviewed the project's economics and determined that the contribution of \$5,586,255 is appropriate.

Staff recommend that the offering be accepted and that it be allocated in accordance with the Council direction for commercial linkage contributions, that is to toward funding of childcare facilities and/or affordable housing in and around the Metro Core.

See Appendix G for a summary of the public benefits for this application.

### *Financial*

As noted in the section on Public Benefits, the applicant has offered a cash contribution of \$5,586,255 to be allocated towards childcare and/or affordable housing in and around the Metro Core area.

The site is within the City-wide Development Cost Levies (DCL) District. If the rezoning application is approved, it is anticipated that the applicant will pay \$8,629,625 in DCLs.

The applicant will also be required to provide new public art on site, or make a cash contribution to the City for off-site public art, at an estimated value of \$1,228,372.

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

### *CONCLUSION*

Assessment of this rezoning application has concluded that the proposed land uses, density and height are supported and that, if approved, the project will contribute toward Vancouver's job space and economic development objectives. The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with a draft CD-1 By-law as generally shown in Appendix A and with a recommendation that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans included as Appendix F.

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1133-1155 Melville Street  
PROPOSED CD-1 BY-LAW PROVISIONS

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

### Zoning District Plan Amendment

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

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

### 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 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;
  - (b) Institutional Uses;
  - (c) Office uses;
  - (d) Retail Uses;
  - (e) Services Uses; and
  - (f) Accessory Use customarily ancillary to any use permitted in this section.

### Building Height

- 5.1 The building height, measured above the base surface, must not exceed 167.64 m.

### Floor area and density

- 4.1 Computation of floor space ratio must assume that the site consists of 2,833.6 m<sup>2</sup>, being the site size at the time of the application for the rezoning evidenced by this By-law.
- 4.2 The floor space ratio must not exceed 21.21, except that:
  - (a) The floor space ratio for all uses combined on the site must not exceed 20.34, and



- (b) floor area of 2,465.2 m<sup>2</sup> is authorized by this By-law solely for the use on the development site located at 1177-1189 Melville Street, in accordance with the single site covenant registered against the titles to 1177-1189 Melville Street and 1133-1155 Melville Street.
- 4.3 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 4.4 Computation of floor area must exclude:
  - (a) patios or roof gardens only if the Director of Planning first approves the design of sunroofs and wall; and
  - (b) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length.
- 4.5 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board:
  - (a) amenity areas, except that the exclusion must not exceed, in aggregate, the lesser of 20% of the permitted floor area or 929 m<sup>2</sup>; and
  - (b) unenclosed outdoor area underneath the building overhangs, at grade level, except that such area remain unenclosed for the life of the building.
- 4.6 The use of floor area excluded under Sections 4.4 and 4.5 must not include any purposed other than what which justified the exclusion.

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1133-1155 Melville 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 James KM Cheng Architects, and stamped "Received City Planning Department, October 6, 2017", provided that the Director of Planning 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 Director of Planning, who shall have particular regard to the following:

**Urban Design**

- 1. Design development to ensure that no shadows will be cast by this development within the property lines of Harbour Green Park, during the period of 10 am to 4 pm, between the spring and autumn equinoxes (March 21 to September 21), including on the portion of the park at the end of Bute Street.
- 2. Design development to further visually distinguish the four major volumetric components of the tower composition, by:
  - (i) attributing an individuated texture and pattern for the surfaces of each volume; and
  - (ii) for the Bute Street- and Lane-facing elevations, a reduction to the perceived bulk through further volumetric and/or material articulation to distinguish the top two stacked box volumes.
- 3. Design development to maintain and further refine the high quality materials indicated for the office tower and surrounding publicly-accessible areas, and to maintain the level of detailing implied and necessary to accomplish and construct the proposed design aesthetic with exceptional detailing.
- 4. Design development to incorporate solar shading devices, with design informed by energy modelling.
- 5. Design development to provide continuous weather protection over the portion of publicly accessible sidewalk that is directly south of the proposed restaurant patio, from the west property line to axis 5, at a minimum depth of 1.8 m (6 ft.).

6. Design development to ensure that the predominant glazing system for the building is a triple-glazed curtain wall.

#### Crime Prevention through Environmental Design (CPTED)

7. Design development to respond to CPTED principles, having particular regard for:
  - (i) Theft in underground parking;
  - (ii) Encouraging natural visual surveillance;
  - (iii) Visibility at doors, lobbies, stairs and other access routes;
  - (iv) Site lighting developed with considerations for safety and security; and
  - (v) Reduced opportunities for graffiti.

#### Sustainability

8. All new buildings in the development will meet the requirements of the preceding *Green Buildings Policy for Rezonings* (as amended up to January 14, 2016), including a minimum of 63 points (LEED Gold rating), with 1 point for water efficiency and 1 point for stormwater or rainwater management, and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project.

Note to Applicant: A Sustainable Design Strategy must be submitted as part of the Development Permit that articulates which credits the applicant will be pursuing and how their building application, as submitted, incorporates strategies, features or technologies that will help achieve these credits. The strategy, along with the LEED checklist, must be incorporated into the drawing submission. A letter from a LEED Accredited Professional or Administrator must confirm that the proposed strategy aligns with the applicable goals of the rezoning policy. Proof of registration of the CaGBC must be provided with the application and the project registration number incorporated into the drawings. Application for Certification will be required at a subsequent stage.

9. The applicant commits the proposed development to exceed the sustainable design and emissions improvements required by the *Green Buildings Policy for Rezonings* and the *Rezoning Policy for Sustainable Large Developments*, and to demonstrate leadership in sustainable design as required by the *General Policy for Higher Buildings*, through the following measures:
  - (i) Near-Zero Carbon Design: the proposed development shall achieve greenhouse gas emissions generally consistent with a highly efficient all-electric office building, with features such as heat-recovery chillers and air-source heat pumps for heating and cooling;

- (ii) High-Performance Envelope: the proposed development shall use a high-performance thermal envelope that meets or exceed the level described in the rezoning application, which included:
  - o Triple-pane glazing throughout the glazed portions of the building envelope;
  - o A moderate glazing ratio, generally consistent with 60% or less;
  - o Effective opaque wall performance of approximately R7 or better.
- (iii) High-Efficiency Ventilation: the proposed development shall use a highly efficient ventilation system, with features such as high-efficiency heat recovery ventilators and demand-control ventilation;
- (iv) Energy Efficiency: the proposed development shall use highly efficient mechanical and lighting systems, with features such as low-power fancoils and significant lighting power reductions secured through tenant lease agreements.

### Landscape

- 10. Design development to the curvilinear pocket park to activate and allow for a visual sight line within and along its length, in keeping with CPTED principles, by the following:
  - (i) adding more seating opportunities, interesting places to pause, bench nodes, artwork, etc.;
  - (ii) providing a lower plant type next to the walkway, with taller plants forming the background; and
  - (iii) replacing the bamboo with a sparser plant which allows visual access.
- 11. Design development to improve sustainability by significantly increasing amount of soft landscape on common amenity green roof terraces on upper levels.

Note to applicant: This should include edible plants, urban agriculture, additional opportunities for passive seating and gardening. Urban agriculture plots should follow the City's *Urban Agriculture Guidelines for the Private Realm* and include infrastructure required, such as potting benches, hose bibs, etc. Garden plots should be wheelchair accessible. Outdoor spaces should be visually accessible from common indoor amenity rooms. As much greenery as possible should be seen from the street.
- 12. Design development to soften the wall next to restaurant outdoor terrace by the addition of a planting bed at the bottom of the wall and a planter at the top.
- 13. Design development to clearly integrate sustainable rainwater management features and strategies into the landscape plan.

14. Design development to provide an integrated public art component into the landscape plan.
15. Replacement of Bamboo with a non-invasive species which does not demand constant maintenance and does not threaten the integrity of the parkade structure.  
  
Note to Applicant: A clumping type of Bamboo, such as Fargesia, could be supported.
16. Provision of a revised arborist report that recommends a more conservative tree removal strategy. The report should be in context of the proposed form of development and footprint. It should include a Tree Management Plan, showing scaled and dimensioned tree protection barriers. The report should include a tree relocation strategy.
17. Provision at the development permit stage of:
  - (i) A full Landscape Plan that should be coordinated with the architectural Site Plan. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, railings, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale and should match the architectural site plan.
  - (ii) Section details at a minimum scale of 1/2"=1'-0" scale to illustrate typical proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Planter section details should show dimensioned rootballs to confirm depth of proposed planting on structures is deep enough to accommodate rootballs of proposed trees well into the future. The depth should exceed BCSLA standard. A high-efficiency automatic irrigation system is to be provided for all planted areas.
  - (iii) A Landscape Lighting Plan to be provided for security purposes. Note to applicant: Lighting details can be added to the landscape drawings; all existing light poles should be shown.
  - (iv) Improved graphic readability by deleting all grey tones to ensure the plan reads well in black and white, or submission of colour plans only.

### Engineering

18. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or

slab pour that requires additional street use beyond the already identified project street use permissions.

19. Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
20. Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.
21. Provision of a separate application for the proposed sidewalk treatments. Please submit a copy of the landscape plan that reflects the off-site improvements sought for this application, where details are not available please provide a written representation of the improvement.
22. Please place the following note on the landscape plan; "The landscape plan is to be noted as "NOT FOR CONSTRUCTION" and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering, Development Services and/or your Engineering, Building Site Inspector for details."
23. Show standard 4-ft. wide exposed aggregate front filler sidewalk strip and four-piece exposed aggregate tree surrounds along the Melville frontage of the site.
24. Delete the small projections shown encroaching into the lane near gridlines 2 and 3 on page A1.37b.
25. Confirmation that a glass or metal canopy or fabric awning is proposed to project over the property line and, if so, provision of a separate application to the General Manager of Engineering Services for any canopy/awning encroaching over public property. Note canopies are to be fully demountable and drained to the buildings internal drainage systems and should consider the final sidewalk location and widths such that the drip line is achieving maximum and continuous weather protection for the sidewalk users.
26. Clearly show the required SRW on the plans and ensure there are no encroachments into the SRW, and that it is free and clear to act as City sidewalk including the portion of the north-south ramp where it exists within the proposed 5.5 m SRW along Melville Street. The ramp grades should match the City sidewalk grades within this area.

27. Provision of an Integrated Rainwater Management Plan that addresses the following:

- (i) The target under the 'Quantity' deliverable is to match the post-development runoff 2-yr/24-hr volume and peak to the pre-development 2-yr/24-hr volume and peak (pre-development being the immediate preceding use). The pre-development estimate shall utilize the 2014 IDF curve, whereas the post development estimate shall use the 2100 IDF curve to account for climate change.
- (ii) The target under the 'Quality' deliverable is based on treating 90% of the average runoff (48 mm/24 hrs) to remove 85% total suspended solids. Preference will be given to landscape-based treatment systems integrated within the site's overall landscaping plan. However mechanical filtration systems will be considered.
- (iii) It is strongly suggested that the mechanical filtration system, if pursued, be placed before the detention tank.

Note: Legal arrangements may be required to ensure ongoing operations of certain stormwater storage, rainwater management and green infrastructure systems.

28. Parking, loading, and bicycle spaces are to be provided as per the Parking By-law in force at the time of development permit submission, together with any further provisions for this CD-1 as approved for inclusion in Schedule C of the Parking By-law.

Note to Applicant: Staff analysis of the application, with approximately 257 physical spaces plus approximately 71 credited through provisions in the Parking By-Law, finds a shortfall of approximately 70 parking spaces below the by-law requirement.

29. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, as follows:

Drawings:

- (i) Provision of design elevations on both sides of the parking ramp at all breakpoints, both sides of the loading bay, and at all entrances. Include lengths between all breakpoints.

Note to Applicant: This is to calculate and confirm slopes and crossfalls.

- (ii) Provision of updated drawings with all parking and loading spaces numbered, dimensioned and labelled.
- (iii) Provision of an updated plan showing the access route from the Class A bicycle spaces to reach the outside.

Note to Applicant: The route must be 'stairs free' and confirm the use of the parking ramp or elevator, if required.

Parking Ramps:

- (iv) Improve visibility for two-way vehicle movement at turns
- (v) Clarify and note on plans access controls such as overhead gates, entry/exit ticket booth(s) or ticket dispenser with lifting arm.

Note to Applicant: the placement of access controls must ensure that a vehicle is not stopped on a ramp with a slope in excess of 10% and is located to ensure that inbound vehicles do not back up in the lane waiting to enter.

Parking Spaces:

- (vi) Provide parking curbs or barriers for parking spaces facing pedestrian circulation routes and other parking spaces.
- (vii) It is recommended that disability parking spaces be located along flat sections of the parkade (five disability spaces would have to be relocated).

Note to Applicant: As recommended by Bunt & Associates Traffic Study

- (viii) Provide detailed information as to how and a design to enable members of the car sharing organization access into the building's underground parking 24 hours a day, 7 days a week.

Loading Bays:

- (ix) Provision of a Loading Management Plan to the satisfaction of the General Manager of Engineering Services, in support of the requested loading relaxation.
- (x) Two (2) of the Class A loading spaces to be provided at loading level.
- (xi) Provision of standard loading throat and additional loading bay width for the second and subsequent Class B loading spaces.
- (xii) Provision of convenient, internal access to/from Class A and Class B loading spaces from/to all site uses.
- (xiii) Provision of a Loading Management Plan, including:
  - o How the loading facility will operate.
  - o Management of the facility, including on-site loading manager.



- Size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries.
- Specify routing of the trucks from the arterial streets to and from the loading space.
- Clarify the largest truck that the loading space(s) are designed to accommodate and provide all vehicle dimensions.

- (xiv) Provision of updated review of the parking and loading design by a qualified Transportation consultant.

Note to Applicant: This must analyse vehicle and truck turning movements, and consider vehicles parked on the opposite side of the lane.

- (xv) If possible, it is recommended that the garbage compactor be angled to allow for more efficient waste pick-up and drop-off movements.

Note to Applicant: As recommended by Bunt & Associates Traffic Study.

Bicycle spaces:

- (xvi) Provision of automatic door openers on all doors providing access into each of the bicycle rooms and on any doors located on the intended route to be used by cyclists to travel between the building exterior and the bicycle rooms.

30. Provide detailed information as to how the supporting bicycle amenities noted in the Green Mobility Plan will operate, including cost to use the facilities, hours of operation, if it is available for use by members of the general public.

31. As outlined in the Green Mobility Plan provided by Bunt & Associates, provision of a letter of commitment to the post-occupancy monitoring of the TDM measures proposed, to include:

- (i) Comprehensive travel demand survey of the development after one year of full operation.
- (ii) Travel mode survey for the all employers/employees with a minimum 90% response rate.
- (iii) Current and future TDM measures being implemented and the uptake.
- (iv) Summer and winter data for the mode split and TDM uptake.
- (v) Submit copies of the surveys and updated TDM plans to the Parking Management Branch at the City of Vancouver for review.

Note to Applicant: A \$10,000 security deposit will be required to secure delivery of the TDM measures.

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## Social Policy and Projects

32. Provide a Sustainable Food System Plan to include a minimum of three food systems as described in the Rezoning Policy for Sustainable Large Developments, and to the satisfaction of the Director of Social Policy.

Note to Applicant: The application identifies food assets that can count towards the required three food assets that must be delivered as part of the development. The three identified food assets are: Edible landscaping; community food market; and food composting. The following comments outline ways to strengthen the submission.

- (i) Edible Landscaping: Recommend demonstrating commitment to edible landscaping within the overall landscaping plans. No mention of edible plants is found in the landscaping plan. Staff recommend listing specific location and types of edibles. Food for local fauna is not considered edible landscaping.
- (ii) Community food market: Staff are encouraged that the lobby may be designed for hosting markets. Incorporate electrical outlets in the front plaza and direct access to Class B loading bay. Recommend that the community food markets be seasonal.
- (iii) Food Composting: Staff are encouraged to see that an in-vessel bio-digester could be available for use by tenants. Indicate location of proposed on-site composter on plans. Ensure that it is sufficient space is allocated, and that it is easily accessible by all tenants (particularly the restaurant/retail).

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

### Engineering

- 1. Cancellation of Strata Plan VR1286 and the dissolution of the strata corporation.
- 2. Provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site, adjacent to Melville Street, to achieve a 5.5 m metre offset distance from the back of the existing curb to the building face. A survey plan prepared by a British Columbia Land Surveyor, showing the existing dimension from the back of the City curb to the existing property line to determine the final setback and SRW width, is required. The SRW will be free of any encumbrance such as structure, stairs, door swing,

vents or grates and plantings at grade, and is to accommodate within the SRW agreement the underground parking Levels P1 to P5 and portions of building levels 1a and above.

3. Provision of a revised or replacement surface Statutory Right of Way (SRW) for public pedestrian use on the east side of the site to encompass the proposed path connecting Melville Street to the lane north and any portion of the plaza space intended as public space as required by the General Manager of Planning, Urban Design and Sustainability.
4. Release of Covenant J51825 as modified by BB400469 (provision of amenity space and 350 off-street parking spaces) prior to building occupancy. Note: The agreement stipulates that this covenant will expire upon demolition of the building.
5. Release of Easement & Indemnity Agreement 122746M, extended by L59839 (commercial crossings) prior to building occupancy.

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

6. Subject to approval of the proposed amendment to Schedule C of the Parking By-law, the Director of Planning and General Manager of Engineering Services, on conditions that are satisfactory to them, may allow the substitution of up to 8 shared vehicles and up to 8 shared vehicle parking spaces for required parking spaces at a 1:5 ratio, or as a lesser number of shared vehicles and shared vehicle spaces in combination with Payment-in-Lieu of parking, or other measures which may be available to them to satisfy the required parking for the project.

If provision of commercial shared vehicles is supported at this site: Enter into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of up to 8 Shared Vehicle(s) and the provision and maintenance of up to 8 Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:

- (i) provide up to 8 Shared Vehicle(s) to the development for a minimum period of 3 years;
- (ii) enter into an agreement with a Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);

Note to Applicant: Shared Vehicle Organization must be for two-way car share.

- (iii) provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;

- (iv) make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
- (v) provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle;
- (vi) registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions; and
- (vii) provision of a letter of commitment from a car share company indicating their willingness to supply car share vehicles on the site at building occupancy.

Note to Applicant: Shared vehicle spaces are required to be a minimum width of 2.9 m.

7. Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City, and that 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.
- (i) 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, sprinkler demand, hydrant load, and domestic water demands to determine if water main 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.
  - (ii) Provision of a new 1.22 m (4 ft.) exposed aggregate front boulevard and a light broom-finish saw-cut concrete sidewalk along Melville Street and light broom-finish saw-cut concrete sidewalk for the SRW space along Melville Street.
  - (iii) Provision of upgraded street lighting adjacent to the site to current standards, including a review of the existing lighting to determine its adequacy. A lighting design as required.
  - (iv) Removal of the existing driveway crossing, and construction of standard curb and gutter on Melville Street.

- (v) Provision of signal modifications at Melville and Bute, through provision of LED intersection lighting (all 4 corners are to receive new or upgraded LED lights).
- (vi) Provision of signal modifications at Melville and Thurlow, through provision of LED intersection lighting (all 4 corners are to receive new or upgraded LED lights) and countdown timers.
- (vii) Provision of a raised pedestrian crossing of the lane north of 1100 Melville at the proposed SRW location.
- (viii) Provision of new or replacement duct banks adjacent the development site that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work. Note: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, and their final locations and depths.
- (ix) Provision of street trees adjacent the site where space permits.
- (x) Provision of the following sewer upgrades:
  - o Upgrading of the existing 200 mm sanitary sewer along the lane north of Melville Street, between Thurlow and Bute Streets (approximately 160 m). The estimated size of the upgraded sanitary sewer is 300 mm.
  - o Upgrading of the existing 200 mm sanitary sewer along Bute Street, between the lane north of Melville Street and Pender Street (approximately 36 m). The estimated size of the upgraded sanitary sewer is 300 mm.
  - o Upgrading of the existing 300 mm sanitary sewer along Pender Street between Bute and Jervis Streets at (approximately 162 m). The estimated size of the upgraded sanitary sewer is 450 mm.

Note: The final pipe size is to be determined through a detailed design process and, in all cases, be sized to the satisfaction of the General Manager of Engineering Services.

8. 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 not limited to System Vista, Vista switchgear, pad mounted transformers, LPT 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.

In addition, 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.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

### Sustainability

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

### Public Art

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.

Note to Applicant: Please contact Eric Fredericksen, Public Art Program Manager, 604.871.6002, to discuss your application.

### Soils

11. If applicable:
  - (a) Submit a site profile to the Environmental Services, Real Estate and Facilities Management (Environmental Contamination Team);
  - (b) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
  - (c) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental 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.

#### Development Limit Covenant

12. Register a Section 219 Covenant against the lands which limits that floor space ratio to 20.34 and that the additional density authorized by the CD-1 By-law represents the density previously transferred to 1177-1189 Melville Street (formerly 550 Bute Street) and may not be used on the site at 1133-1155 Melville Street.

#### Non-stratification Covenant

13. Enter into a Covenant pursuant to Section 219 of the Land Title Act prohibiting both the separate sale and the strata subdivision of all commercial and office floor space.

#### Commercial Linkage Contribution

14. Pay to the City a contribution of \$5,586,255 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City, and in a form and on terms and conditions satisfactory to the Director of Legal Services. The \$5,586,255 is to be allocated toward funding of childcare facilities and/or affordable housing in and around the Metro Core area.

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.

\* \* \* \* \*

1133-1155 Melville Street  
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW No. 11879

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

"1133-1155 Melville Street [CD-1 #] [By-law #] DD"

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

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

"[CD-1#] [By-law #] 1133-1155 Melville Street"

DRAFT AMENDMENTS TO THE PARKING BY-LAW NO. 6059

In Schedule C, Council adds:

Address	By-law No.	CD-1 No.	Parking requirements
1133-1155 Melville Street	(_____)	(_____)	Parking, loading and bicycle spaces in accordance with by-law requirements except that: <ul style="list-style-type: none"> <li>(i) a minimum of 12 Class A and 3 Class B loading spaces are to be provided; and</li> <li>(ii) the Director of Planning and General Manager of Engineering Services, on conditions that are satisfactory to them, may allow the substitution of shared vehicles and shared vehicle parking spaces for required non-residential parking spaces at a 1:5 ratio, to a maximum of 8 shared vehicles and 8 shared vehicle parking spaces, with each shared vehicle parking space having a minimum dimension of 5.5 m in length and 2.9 m in width.</li> </ul>

\* \* \* \* \*



1133-1155 Melville Street - Revised Application  
ADVISORY PANEL REVIEW

1. Urban Design Panel

May 31, 2017

EVALUATION: SUPPORT with recommendations

- **Introduction:** Linda Gillan, Rezoning Planner, introduced the project as a rezoning application for 1133 Melville Street. The site is located mid-block on Melville Street between Bute Street and Thurlow Street with a frontage of 231 feet on Melville Street, and a depth of 132 feet, and a site size 30,500 square feet. Currently, there is a 10-storey building with above-grade parking and office on the site. The application is being considered under the Rezoning Policy for the Central Business District (CBD) and CBD Shoulder, which encourages commercial intensification in the CBD.

The general Policy for Higher Buildings allows for up to 550 feet. In order to “earn” the greater heights, the GPHB (General Policy for Higher Buildings) also requires architectural excellence and a high level of sustainable design. To quote from the higher building policy, a higher building must:

- With respect to architecture, “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”;
- With respect to sustainability it must “demonstrate leadership and advances in sustainable design and energy consumption”; and
- must meet the requirement for a 45% reduction in energy consumption as compared to the 2014 Vancouver Building By-law
- must also contribute to downtown network of green and plaza space

The Rezoning Policy for Sustainable Large Developments also applies for this site. With the objective of achieving higher sustainability standards on large development sites, additional studies are required as part of the application with regard to:

- district energy,
- sustainable site design,
- green mobility,
- rainwater management,
- solid waste diversion.

The Green Buildings Policy for Rezonings also applies for this site, for an office building this requires a minimum of LEED Gold. The application is to rezone from DD (Downtown District) to CD1 to allow for a 34-storey office building, with commercial uses at grade.

The proposed floor area is just over 555,000 square feet (office / commercial), an equivalent to 18.20 FSR, with a proposed height of 550 feet. The site also needs to provide 0.87 FSR to meet requirements of single site covenant. The FSR listed above only reflects a proposed new building.

Paul Cheng, Development Planner, introduced the project as on the north side of Melville Street between Bute and Thurlow streets. Several existing office and hotel towers located to the north, south and east, and a residential tower located to the west.

Due to requirements of the applicable rezoning policy, this review involves an enhanced Urban Design Panel, with special panelists Richard Henriquez and Walter Francl, as local experts on tower design.

On the site, there is currently a ten-storey building comprised of 5 storeys of above-grade parking and 5 storeys of office use, with vehicular accesses from both the lane and Melville Street. The proposal for an office building on a site that is currently zoned DD. The proposal is to limit vehicular access to the commercial lane only, thereby increasing the pedestrian walkability of the Melville street sidewalk.

The proposal takes the opportunity to perform some "urban repair": Deleting the curb cuts on Melville Street; providing a sidewalk widening to 18 feet; an urban plaza fronting a restaurant use on Melville Street, and an improved mid-block pedestrian access through the site, for which there exists a legal easement. Furthermore, a café is proposed to front a second patio located adjacent to the pedestrian access.

This rezoning application is supported by the General Policy for Higher Buildings, which seeks to mark the prominence of the "Central Business District in our downtown skyline", while also encouraging the provision of commercial business uses (residential use is not permitted in this area). This particular site has been identified in this policy to attain an overall building height of 550 feet, which penetrates through the Queen Elizabeth View cone.

Further policy requirements for this rezoning include the following:

- That the building "establishes 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".
- That the building "demonstrates leadership and advances in sustainable design and energy consumption..."
- That the building "significantly demonstrate and advance the city's objective for carbon neutrality for the new buildings with a stated objective to achieve a 45% reduction in energy consumption as compared to the 2014 Vancouver Building By-Law.

Mr. Cheng then took questions from the panel.

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

1) This project proposes a significant penetration into the council-adopted Queen Elizabeth View cone. As such, a high standard of architectural excellence is expected.

Does the proposed building make "a significant contribution to the beauty and visual power of the city's skyline" when viewed from:

a) the building's effect on the Queen Elizabeth view cone;

b) the building's effect on the skyline from various other viewpoints represented?

2) Please provide commentary on the tower proposal's overall strategy with respect to proportion, modulation and variability of texture.

3) Please provide commentary on the proposal's response to the public realm, with respect to the outdoor patios, pedestrian linkages and the interface of these spaces with the building's ground floor.

4) Please provide any other commentary on the proposal's architectural design.

5) Taking into account the proposal's cited sustainability strategy; does this building "demonstrate leadership and advances in sustainable design and energy consumption"?

6) Will this "sustainable design" be resilient to unexpected changes from design phase through its operating life?

- **Applicant's Introductory Comments:** The applicant provided a Powerpoint presentation. The applicant team started by noting the building is already targeted for a LEED Platinum sustainability goal. The project has an integrated approach for the urban design aspects. The applicant outlined the panel's previous comments and how the comments were responded to. The boxes of the building corresponded to the surrounding building context. The building was set back more in the current proposal than the previous building. The lane was treated as if it were a frontage.

A bike entrance is proposed at the lane. There is a green network of spaces in the area, so the intent is to contribute to the network. The spaces are occupy-able. The public art could bring continuity to the space. Each box design has an animated character, and the lighting strategy reinforces that. The intent is to create an animated building.

The applicant team then took questions from the panel.

- **Panel Consensus:** Having reviewed the project it was moved by Mr. Yijin Weng and seconded by Ms. Nell Gasiewicz, and was the decision of the Urban Design Panel:
  - THAT the Panel the project **SUPPORT** the project with the following recommendations to be reviewed by City staff:
  - To refine the boxes to be more discreet, whether through fins or colour, or verticality or horizontally, but a more discreet definition of the different boxes
  - To work with more landscaping on the rooftops
  - to develop the entrance with more strength, looking at both the entrance doors and detailing the V column.
  - look at the pocket park and reconsider the cantilevered building element and the bamboo use
- **Related Commentary:** The panel noted that the proposal was a vast improvement from the last submission. The building invites the participant to view it as part of the urban environment. The parti is strong. The fins and depth should be more variegated

to make the boxes discreet elements. The entry door is small and might need more elaboration to announce the entrance

Increase the amount of covered areas. The bike facilities were appreciated by the panel. The cantilevered meeting room is not necessary and crowding the park, according to one panel member.

Bring in more landscaping, for example, more landscaping on the roof invites more viewing.

Overall, it is a strong scheme.

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

\* \* \* \*

1133-1155 Melville Street - Revised Application  
PUBLIC CONSULTATION SUMMARY

*Public Notification*

An information sign was installed for the revised rezoning application on the site on November 7, 2017. A community open house took place on November 21, 2017. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage ([www.vancouver.ca/rezapps](http://www.vancouver.ca/rezapps))

*November 21, 2017 Community Open House*

A community open house was held from 4-7 pm on November 21, 2017 at the Marriott Vancouver Pinnacle Hotel (1128 West Hastings Street). A total of 9,202 notifications were distributed within the neighboring area on or about November 1, 2017. Staff, the applicant team and a total of approximately 57 people attended the Open House.

*Public Response*

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

- In response to the November 21, 2017 open house, a total of 46 comment sheets were submitted from individuals.
- 8 pieces of online feedback was received regarding the application.

Total notifications	9202
Open House attendees	57
Comment sheets	46
Other feedback	8

Below is a summary of all feedback (both online and from the open house) related to the proposal, ordered by themes of support and concerns and by level of frequency.

Comments of Support:

- *Building Design:* There was a high level of support for the design of the building. Many people like the innovative and iconic nature of the design and want more of these types of buildings in Vancouver.
- *Office Supply:* There was a high level of support for the application due to the large amount of office space that would be added to downtown.
- *Economy/Jobs:* Several respondents were supportive of the job opportunities this project would provide or the potential to attract new businesses.

- *Public Realm and Amenities:* Some respondents expressed support for the amenities proposed including the pocket park, rooftop green spaces, and cycling end-of-trip facilities.
- *General Support:* Other comments including support for the revised design, suggestions that floor plates could be larger, and suggestions for interesting lighting design.

Comments of Concern and Suggestions for Improvement:

- *Building Design:* Some respondents felt the proposed building is too tall and not appropriate for the area.
- *View and Sunlight Impact to Adjacent Development:* Some neighbourhood residents were concerned the building will block sunlight to their units and balconies.
- *Traffic:* Respondents expressed concern that the increase in density at this site, alongside recently approved developments nearby, would severely impact traffic and congestion at the intersections surrounding the site.
- *Process:* Some respondents expressed concern that the City's approval process is too slow and suggested it be accelerated to allow more office space to be built.

Miscellaneous comments raised by individual respondents include:

- Support that this is a good density for downtown.
- This aligns well with City policy for the area.
- Support that the design will allow for a range of tenants with differing needs.
- Support for the energy efficiency initiatives highlighted in the proposal.
- Suggestion that there is too much parking as required by the parking bylaw.
- Suggestion to ensure that there is no encroachment of the cantilevered portion of the building into the public realm.
- Concern around construction impacts but an acknowledgement that the City has rules to mitigate this.
- Concern that it does not fit in the area.
- Concern that lighting will shine on neighbouring residential buildings.

1133-1155 Melville Street  
FORM OF DEVELOPMENT DRAWINGS

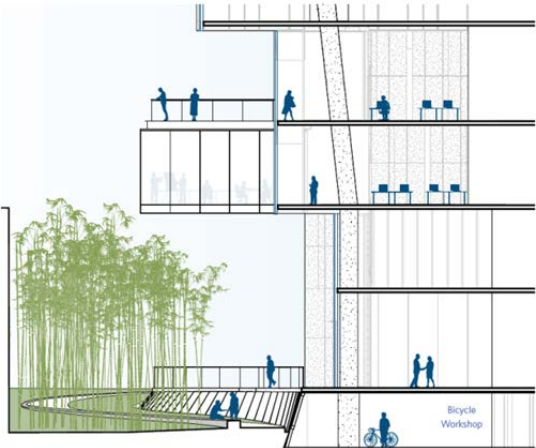
Melville Street viewing looking north



Mid-block mews - viewed from the lane (left) and from Melville Street (right)



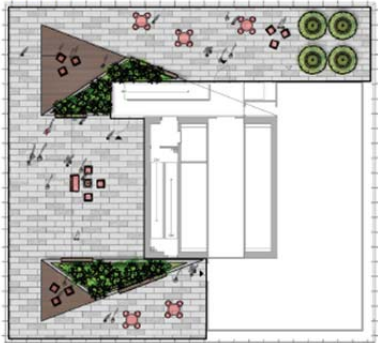
Bicycle facility - plan and section





Outdoor deck plans

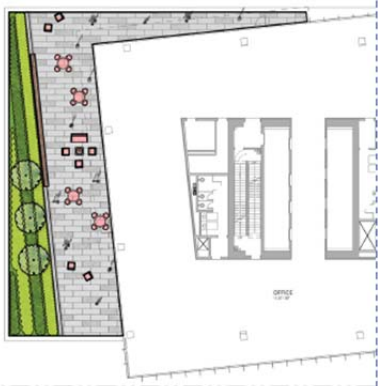
Roof Level



Level 26



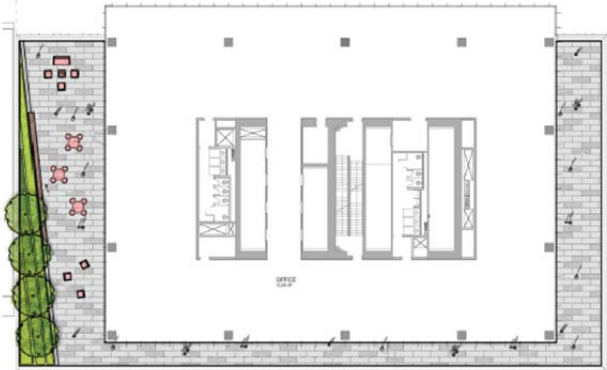
Level 18



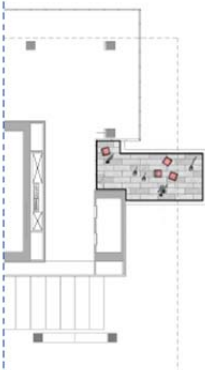
Level 16 (Loggia)



Level 11



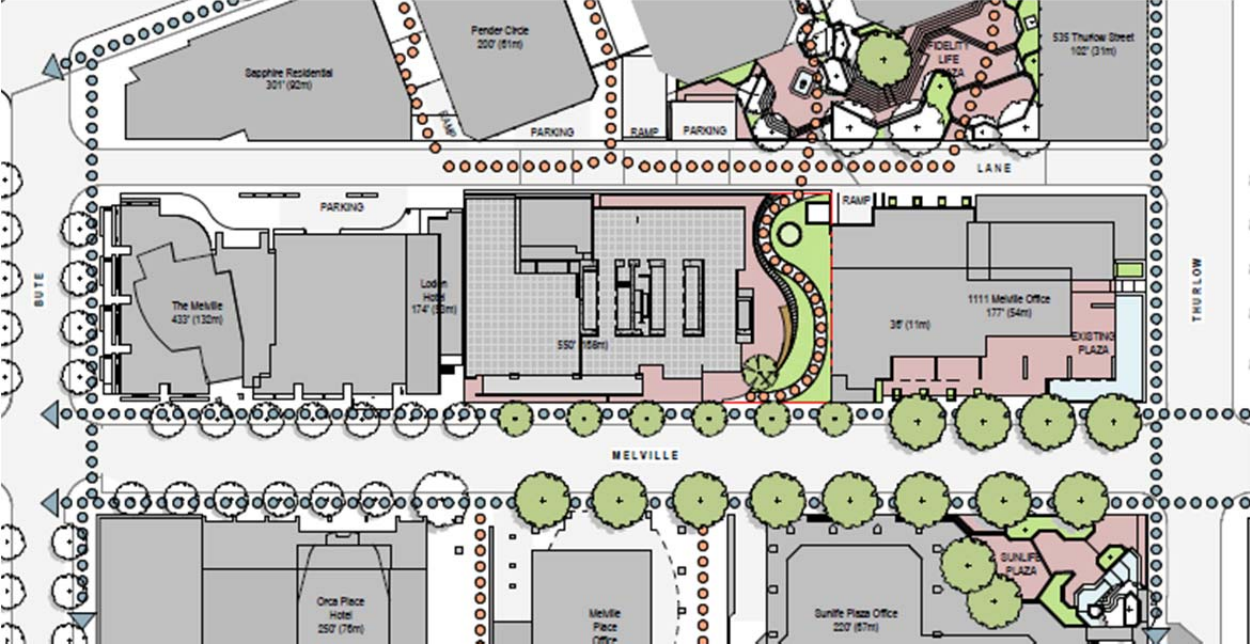
Level 3



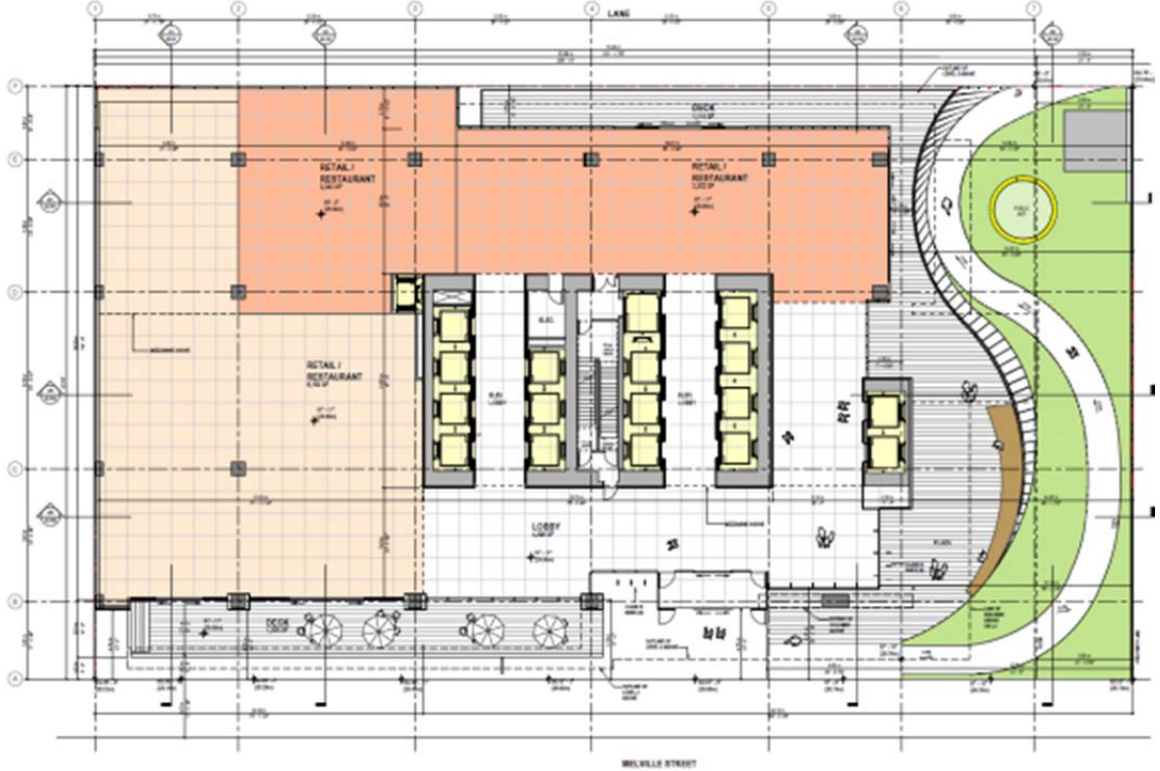
Level 4



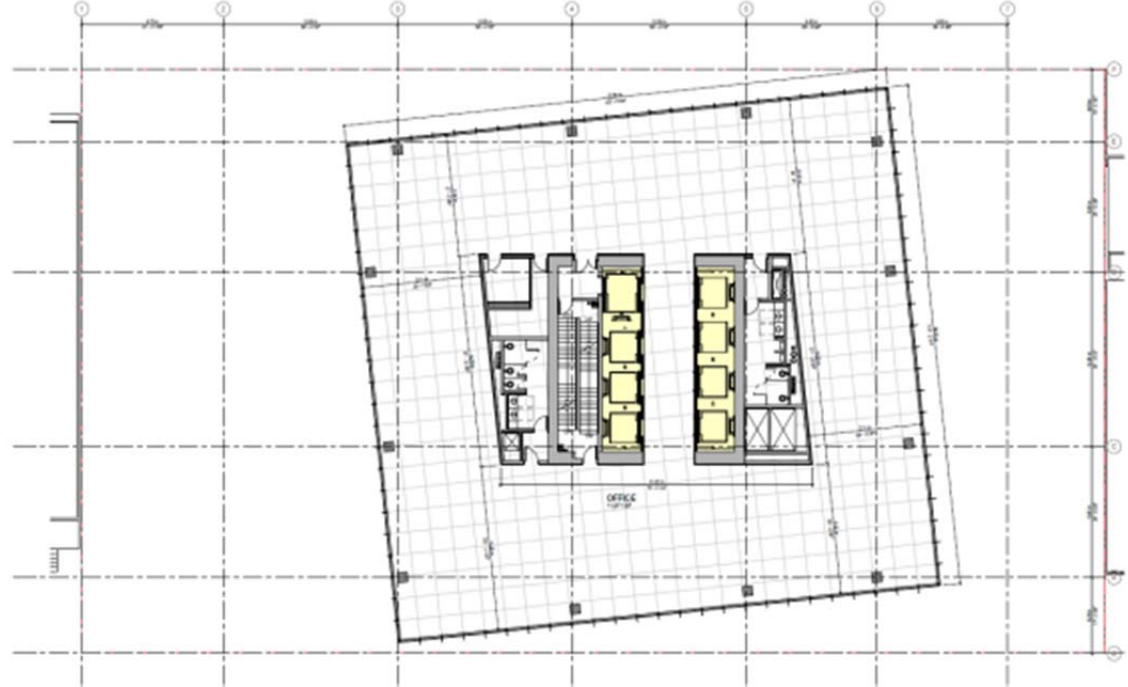
Site Plan and surrounding context



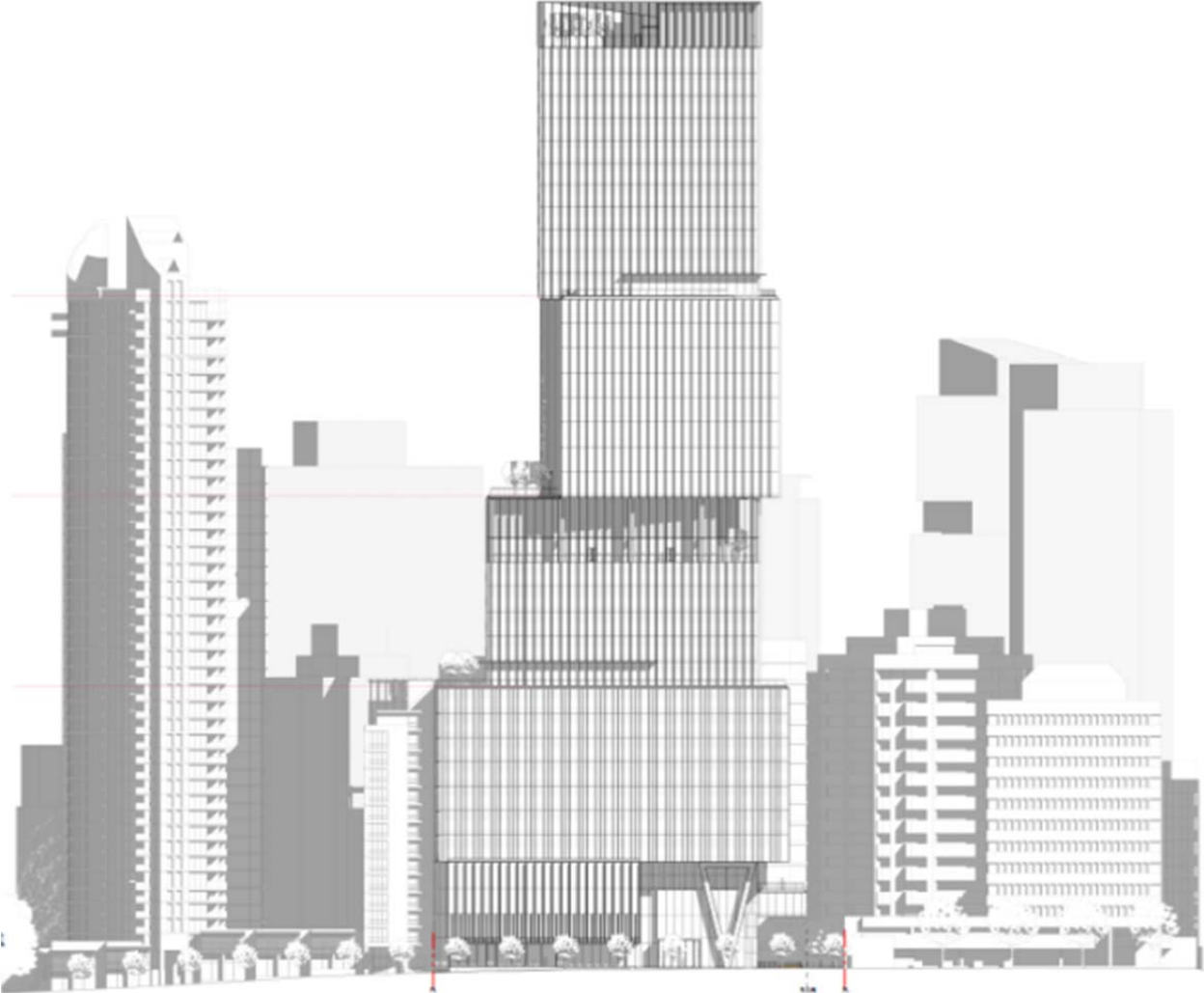
Level 1 Ground Floor Plan



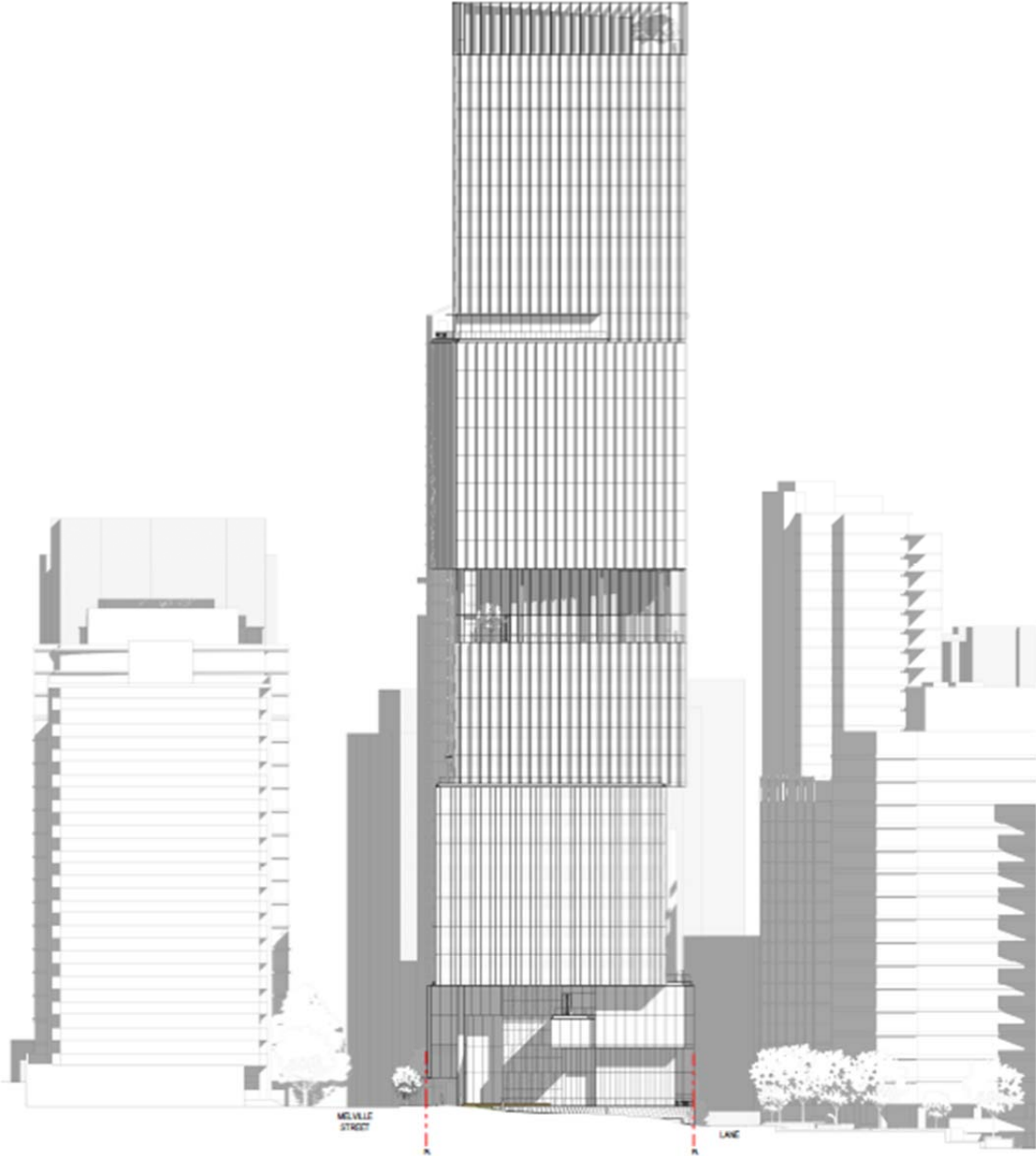
Typical Floor Plan



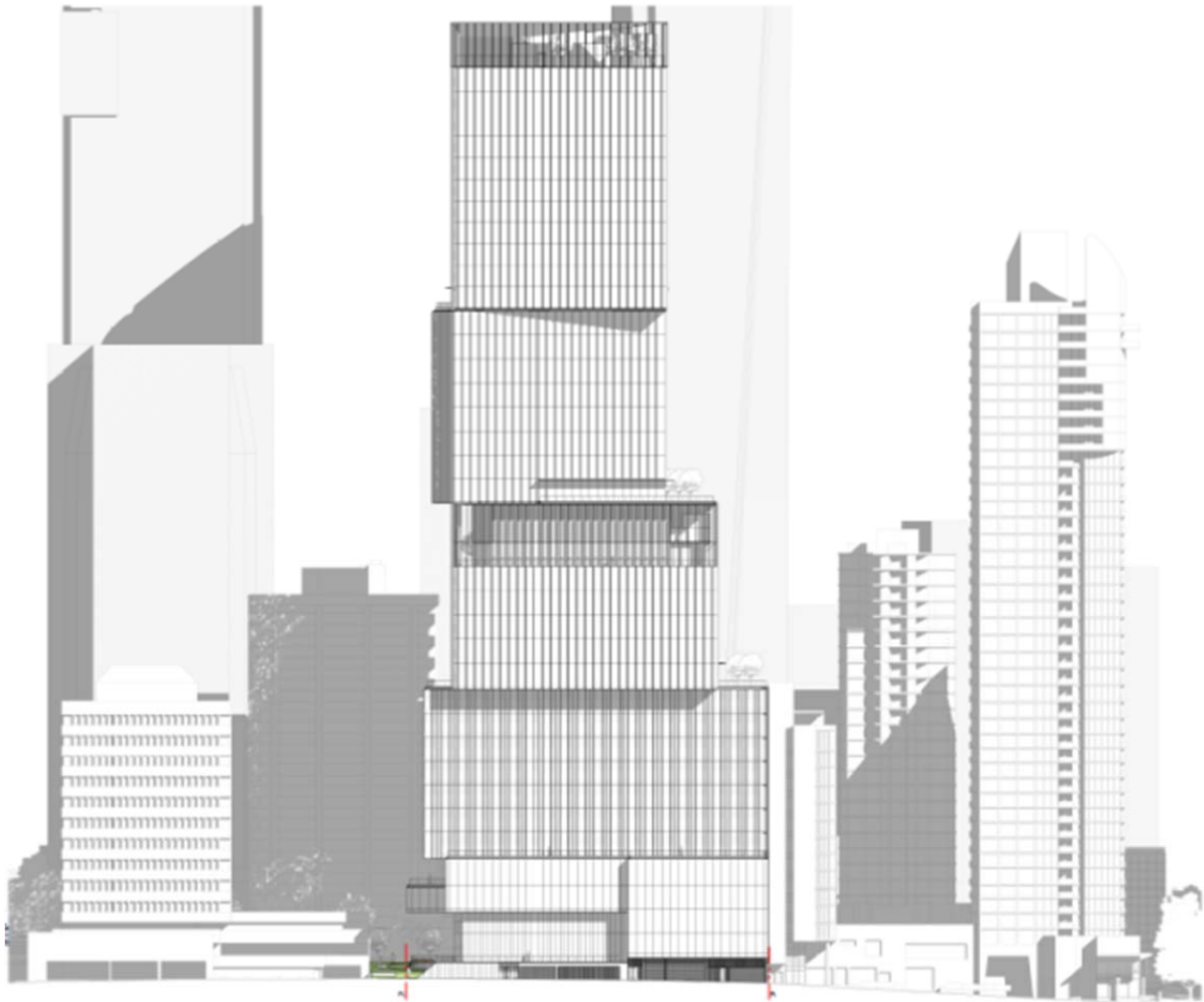
Melville Street Context Elevations



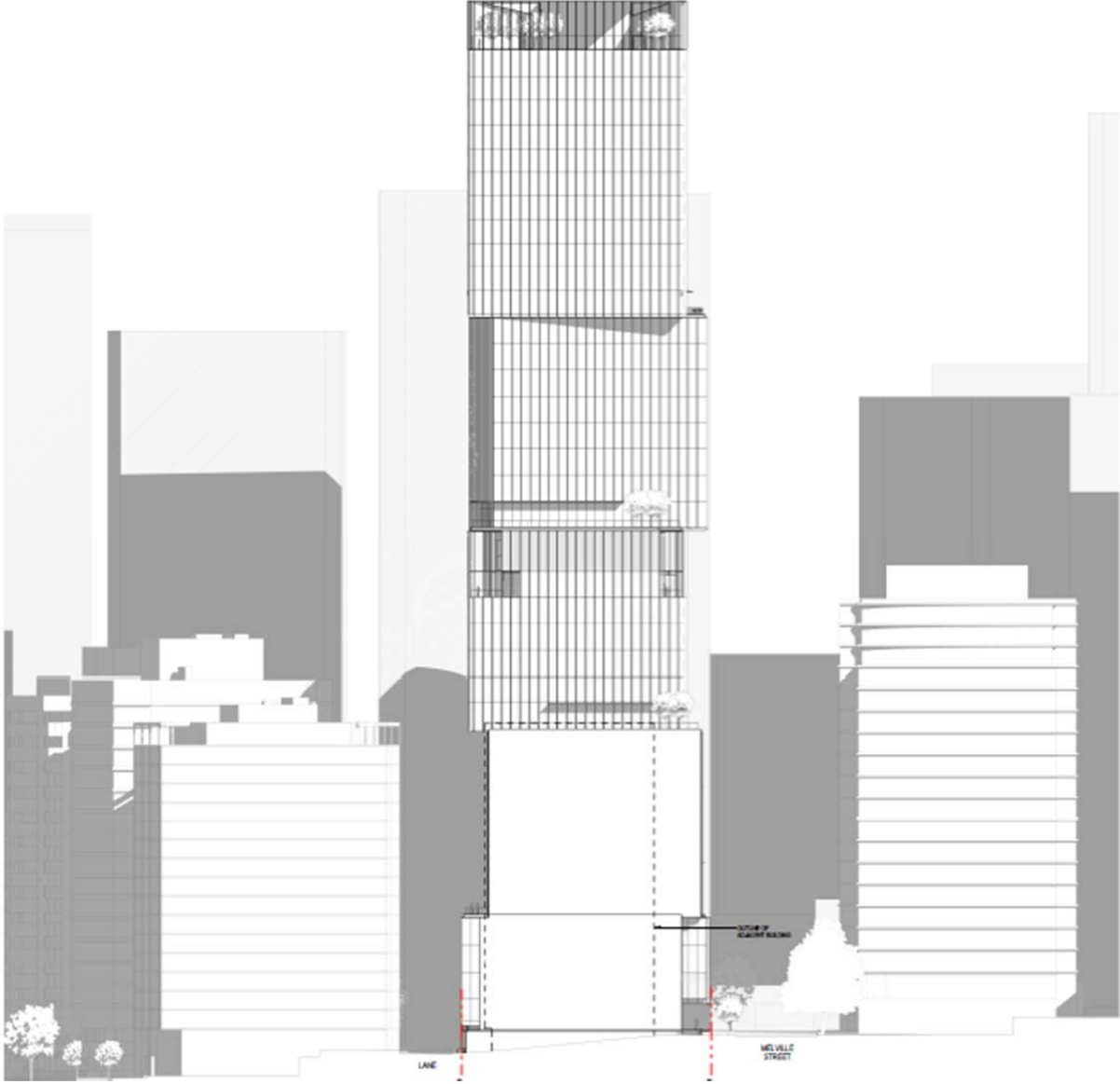
Thurlow Street Context Elevations



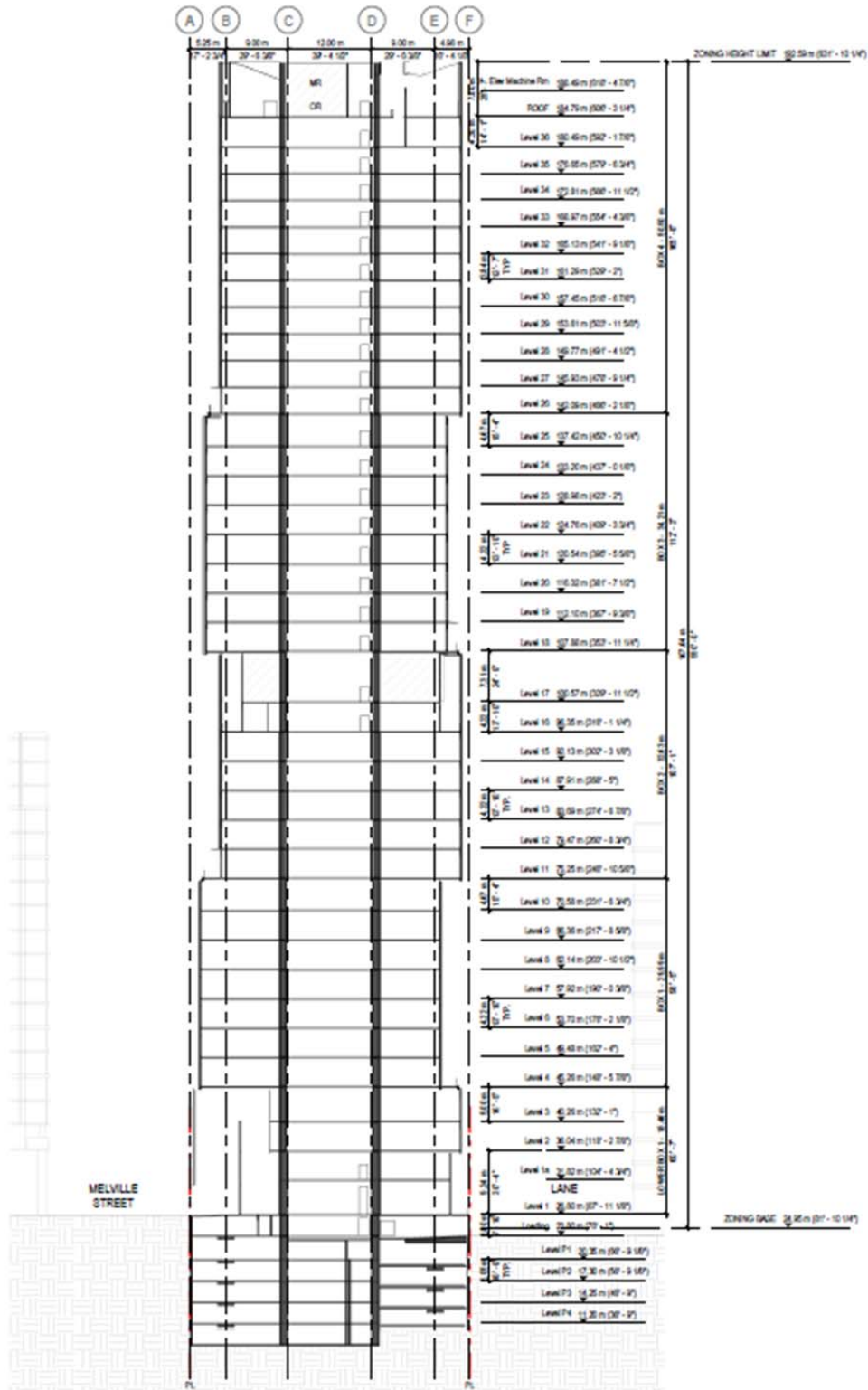
Lane Elevation



Bute Street Elevations



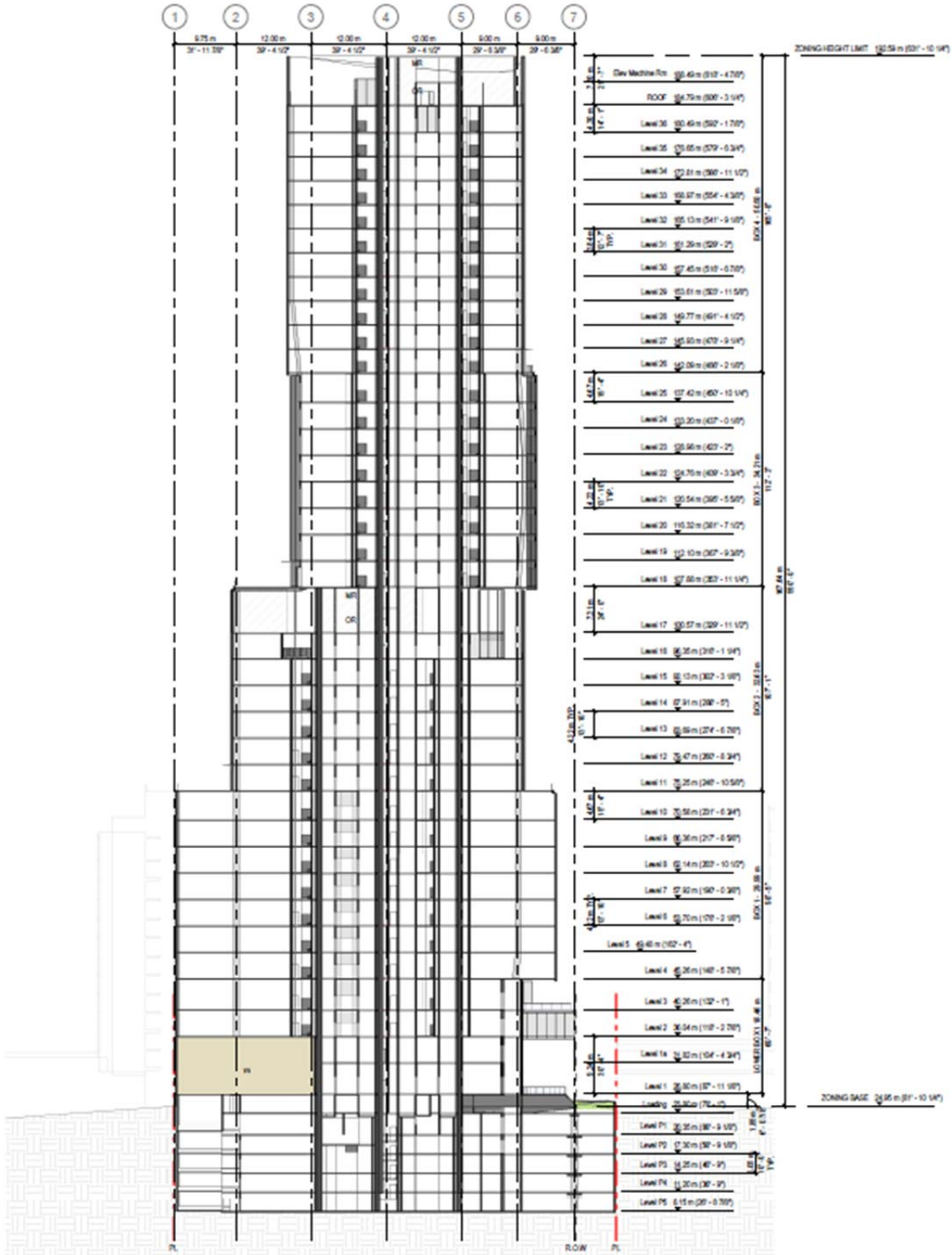
Section A



A SECTION - LOOKING WEST



Section B



B SECTION - LOOKING NORTH

Shadow Studies - March - June



**1133-1155 Melville Street  
PUBLIC BENEFITS SUMMARY**

**Project Summary:**

To build a 36-storey office building with ground-floor commercial retail uses.

**Public Benefit Summary:**

The project would add additional employment space in the Downtown CBD, offer a contribution allocated to Housing and Childcare in the Metro Core, contribute to public art, and make a DCL payment.

	Current Zoning	Proposed Zoning
Zoning District	DD (F)	CD-1
FSR (site area = 30,501 sq. ft)	8.13 (Base zoning is 9.00, however single-site covenant requires a transfer of 0.87 FSR to an adjacent site)	20.34 (By-law accommodates 21.21 to accommodate covenant)
Buildable Floor Space (sq. ft.)	247,973 sq. ft.	620,390 sq. ft. (By-law accommodates 646,925 sq. ft. to accommodate covenant)
Land Use	Office, Retail, Service	Office, Retail, Service

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide rate, effective September 30, 2017) (\$15.62/sq. ft. residential & \$13.91/sq.ft. commercial)	\$3,449,304	\$8,629,625
	DCL (Area Specific)	N/A	N/A
	Public Art (effective September 30, 2016: \$1.98/sf)	N/A	\$1,228,372
	20% Social Housing	N/A	N/A
Other Public Benefits Offered	Heritage and Amenity Bonus Density	N/A	
	Childcare Facilities	N/A	\$2,793,127.50**
	Cultural Facilities		
	Green Transportation/Public Realm		
	Housing (e.g. supportive, seniors)		\$2,793,127.50**
	Parks and Public Spaces		
	Social, Community and Civic Facilities		
	Unallocated		
	Other		
<b>TOTAL VALUE OF PUBLIC BENEFITS</b>			<b>\$3,449,304</b>

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

\* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification.

\*\* An estimated total of \$5,586,255 is offered as commercial linkage contribution to be allocated to childcare and/or housing. For the purposes of this table, the amount has been split with 50% to childcare and 50% to housing.

For the City-Wide DCL, revenues are allocated into the following public benefit categories: Replacement Housing (36%), Transportation (25%), Park (18%), Childcare (13%) and Utilities (8%). Revenue allocations differ for each of the Area Specific DCL Districts.

**1133-1155 Melville Street  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

**APPLICANT AND PROPERTY INFORMATION**

<b>Street Address</b>	1133-1155 Melville Street
<b>Legal Description</b>	<i>Strata Lots 1 to 15, District Lot 185, Strata Plan 1286; PIDs 006-407-781, 006-407-811, 006-407-838, 006-407-871, 006-407-889, 006-407-943, 006-407-978, 006-408-028, 006-408-044, 006-408-087, 006-408-117, 006-408-133, 006-408-176, 006-408-206 and 006-408-222 respectively</i>
<b>Applicant/Architect</b>	James KM Cheng Architects Inc.
<b>Developer/Property Owner</b>	Oxford Properties Office Holdings Inc. and 2331355 Ontario Limited

**SITE STATISTICS**

<b>Site Area</b>	2,833.6 sq. m (30,501 sq. ft.) Site Dimensions: 70.4 m (231 ft.) x 40.2 m (132 ft.)
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**DEVELOPMENT STATISTICS**

	<b>Permitted Under Existing Zoning</b>	<b>Proposed</b>	<b>Recommended (Other Than Proposed)</b>
<b>Zoning</b>	DD (Downtown) District, Area F	CD-1	--
<b>Uses</b>	Office, Retail, Service	Office, Retail, Service	--
<b>Single-site covenant</b>	A single-site covenant for 1133-1155 Melville requires a transfer of 0.87 FSR to 1177-1189 Melville Street (equivalent to 2,465.2 sq. m or 26,536 sq. ft.)	Maintain existing single-site covenant.	--
<b>Max. Density</b>	ALL SITE USES: 8.13 FSR Total including single-site covenant: 9.0 FSR	ALL SITE USES: 20.34 FSR Total including single-site covenant: 21.21 FSR	--
<b>Floor Area</b>	ALL SITE USES: 23,037.2 sq. m (247,970 sq. ft.)  Total including single-site covenant: 25,502.4 sq. m (274,505 sq. ft.)	Office: 56,515.1 sq. m (608,324 sq. ft.) Commercial: 1,121.0 sq. m (12,066 sq. ft.) TOTAL BUILDING: 57,636.1 sq. m (620,390 sq. ft.) Total including single-site covenant: 60,101.3 sq. m (646,925 sq. ft.)	--
<b>Maximum Height</b>	137.2 m (450 ft.) Subject to View Cones	167.64 m (550 ft.)/36 storeys	--
<b>Parking</b>	(Per Parking By-law for 20.34 FSR): Commercial - Min 398, Max 501	328 (257 physical spaces plus 71 proposed to be credited through provisions in the Parking By-Law)	Meet the Parking By-law requirement (398 spaces)
<b>Loading</b>	(Per Parking By-law for 20.34 FSR): Class A - 8 Class B - 6	Class A 12 Class B 3	--
<b>Bicycle Spaces</b>	(Per Parking By-law for 20.34 FSR): Class A - 115 Class B - 12	Class A 195 Class B 12	--