



CITY OF VANCOUVER

POLICY REPORT URBAN STRUCTURE

Date: June 7, 2005
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TO: Vancouver City Council

FROM: Director of Current Planning in consultation with the General Manager of Engineering Services and the Director of Legal Services

SUBJECT: Rezoning of 872-898 Seymour Street and 887-897 Richards Street from DD('C') to CD-1

RECOMMENDATION

- A. THAT the application by Brook Development Planning on behalf of Solterra Development Corp. to rezone 872-898 Seymour Street and 887-897 Richards Street (Lots 13-27, Block 64, DL 541, Plan LMP 210) from DD (Downtown District) to CD-1 (Comprehensive Development District) be referred to a Public Hearing, together with:
- (i) draft CD-1 By-law provisions, generally as presented in Appendix A;
 - (ii) revised plans prepared by Merrick Architecture Inc., and stamped "Received Planning Department, August 25, 2004", as represented in Appendix E; and
 - (iii) the recommendation of the Director of Current Planning to approve the application, subject to a reduction in tower heights and subject to approval of conditions contained in Appendix B; and

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-laws for consideration at the Public Hearing, including a consequential amendment to the Downtown Official Development Plan to remove the site from all map figures.

- B. THAT, if the application is referred to a public hearing, the applicant be advised to make application to amend the Sign By-law, to establish regulations for this CD-1 in accordance with Schedule "B" (DD), and that the application be referred to the same Public Hearing; and
- FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law for consideration at the Public Hearing.
- C. THAT, subject to approval of the rezoning at a Public Hearing, the Noise Control By-law be amended to include this CD-1 in Schedule A;
- AND FURTHER THAT the Director of Legal Services be instructed to bring forward for enactment the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.
- D. THAT Recommendations A to C be adopted on the following conditions:
- i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

GENERAL MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of the foregoing.

COUNCIL POLICY

- *Central Area Plan and Central Business District Policies*
- *Downtown Official Development Plan (DODP)*
- *Downtown (except Downtown South) Design Guidelines*
- *DD (Except Downtown South) C-5, C-6, HA-1 and HA-2 Character Area Descriptions*
- *Downtown Transportation Plan*
- *Downtown District Interim Policies for New Residential in Areas C and F*
- *View Protection Guidelines*
- *Financing Growth (Community Amenity Contribution) Policy*

PURPOSE AND SUMMARY

This report presents the staff assessment and recommendations for an application to rezone the site at 872-898 Seymour Street and 887-897 Richards Street from DD (Downtown District) to CD-1 (Comprehensive Development District). Rezoning is requested to permit additional

residential floor area, to increase maximum density from floor space ratio (FSR) 5.0 to 9.29, and to increase maximum building height from 91.4 m (300 ft.) to 100.6 m (330 ft.).

The purpose of the requested rezoning is to undertake a mixed-use development on the two properties which comprise the site, as follows:

- demolish the two existing 3-storey parkades which provide 430 public parking spaces,
- develop 4-storey podia containing retail and service uses at grade, 3 storeys of 'micro-offices' and public parking above (225 spaces, with entrance from Seymour Street), and five live-work townhouses along Richards Street, and
- develop two residential towers above the 4-storey streetwall podia, a 89.9 m (295 ft.), 30-storey tower with 163 dwelling units on the Seymour Street part of the site, and a 100.6 m (330 ft.), 34-storey tower with 193 units on the Richards Street part of the site.

Staff assessment concluded that the application is supported, subject to a 9.14 m (30 ft.) reduction in tower heights to 82.3 m (270 ft.) and 91.44 m (300 ft.), and subject also to the removal of office corridors in the proposed bridging over the lane. The applicant agrees with the proposed reduction in tower heights and changes to the lane bridging.

In response to the Financing Growth Policy, the developer is anticipated to offer a community amenity contribution comprised of heritage density transfer and a cash contribution. The negotiations in respect of these matters are not concluded, and therefore staff will be reporting their recommendations on this matter at the Public Hearing. A public art budget and development cost levies can also be anticipated.

Staff recommend that the application be referred to a Public Hearing, together with a draft CD-1 By-law with provisions generally as shown in Appendix A and a recommendation of the Director of Current Planning that it be approved, subject to approval conditions listed in Appendix B, including approval in principle of the form of development as shown in revised plans received August 25, 2004 and represented in Appendix E.

BACKGROUND

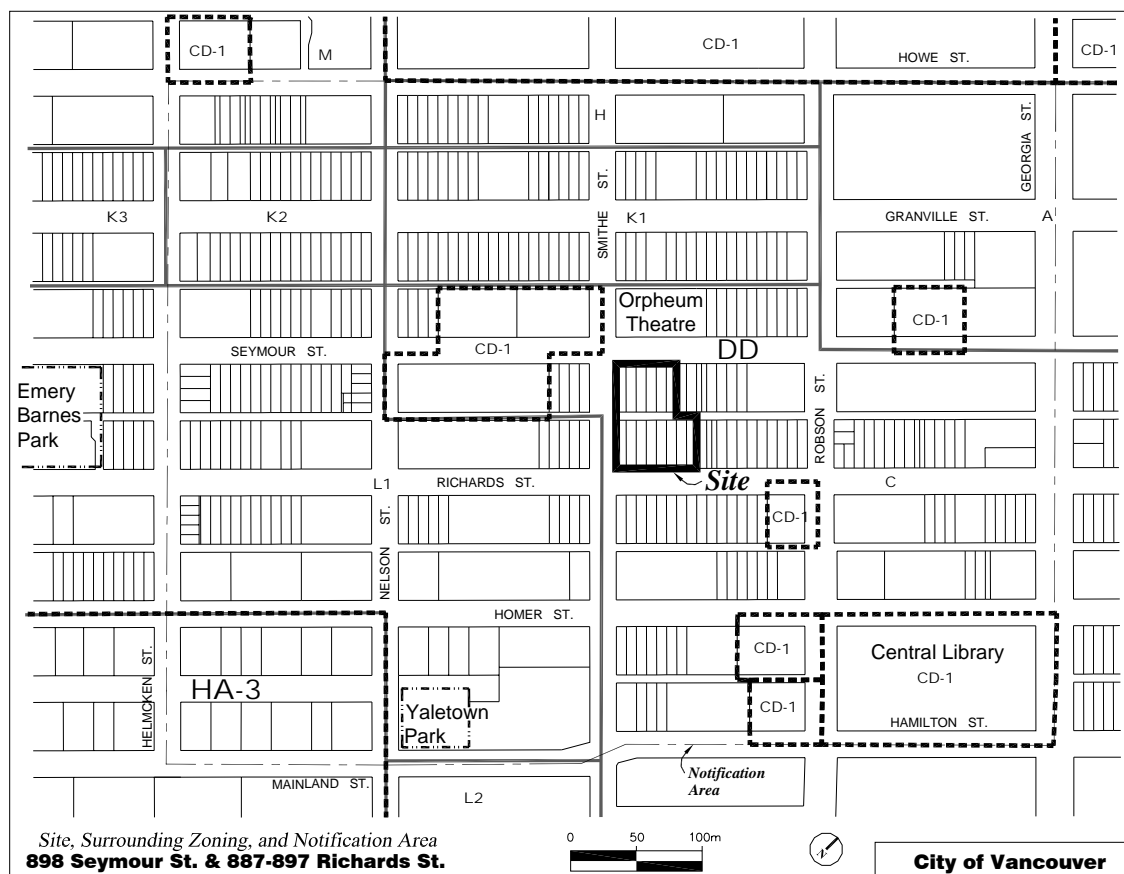
Site: The site is comprised of two properties, separated by a lane, on the north side of Smithe Street between Seymour and Richards Streets (see Figure 1 on the following page).

The site currently accommodates two older three-storey parking structures. The smaller site fronts Seymour and Smithe Streets and has a Seymour Street frontage of 45.72 m (150 ft.). The larger site fronts Richards and Smithe Streets and has a Richards Street frontage of 60.96 m (200 ft.). The total site area is 3 901.2 m² (42,000 sq. ft.)

Context: The context is quite varied. To the north are older two-storey office buildings, two surface parking lots, and a recently completed mixed use development ("L'Aria") at the corner of Robson and Seymour Streets. To the south are the Staples store and the Dufferin Hotel. Beyond that is the Downtown South residential area which is largely built out, with tower heights ranging up to 91.4 m (300 ft.).

To the east is a mix of both older commercial buildings and new residential developments. To the immediate west, across Seymour Street, are the Orpheum Theatre and Capital 6 (now closed) entertainment facilities, and the Granville Street entertainment district a block away.

Figure 1. Site and Surrounding Zoning



Neighbourhood Parks: Following Council approval of new zoning for Downtown South that allowed high density residential uses, in 1992 Council approved a Development Cost Levy to help provide residential amenities and offset the impacts from new development on the low-income residents. To achieve this, funds from the DCL were to be allocated based on projected needs for the future emerging neighbourhood, including provision of replacement housing, new parks, and day care spaces.

Park provision included a larger urban park at Davie and Richards Streets, the recently opened Emery Barnes Park located 2-3 blocks to the south of the subject site. This park was to be supplemented by a couple of moderately sized parks in other parts of Downtown South. Two elements of the proposed park provision are now completed or are in process. First, the easterly half of Emery Barnes Park was completed in 2003 (0.4 hectares or 1 acre). Second, agreements have been finalized for the creation of Yaletown Park (0.17 hectares or 0.4 acres) at the corner of Nelson and Mainland in 2006. It remains to complete park acquisition and development for the second phase of Emery Barnes Park at the corner of Davie and Seymour.

The possibility of another moderately-sized park has been considered on a site to the east of the subject site, across Richards Street, with a frontage of 68.6 m (225 ft.). However, in the context of funds still being necessary for the existing sites (about \$7.0 million), a decision to designate the Richards and Smithe Street site for park has been specifically deferred.

Proposed Development: Rezoning would allow development of two residential towers, with commercial uses at grade and above, and five live-work townhouses. (See plans in Appendix E and statistics in Appendix F) There would be a total floor area of 36 216 m² (389,834 sq. ft.) a site area of 3 901.2 m² (41,976 sq. ft.), as follows:

Land Uses	Floor Area	Floor Space Ratio	
		Allowed	Proposed
Commercial			
Public Parking	6 363 m ² (68,495 sq. ft.)*	5.0	1.63
Office	1 233 m ² (13,276 sq. ft.)	5.0	0.32
Retail and Service	896 m ² (9,640 sq. ft.)	5.0	0.23
Commercial TOTAL	8,492 m ² (91,411 sq. ft.)	5.0	2.18
Residential			
Dwelling	26 760 m ² (288,052 sq. ft.)	3.0	6.86
General Office Live-work	963 m ² (10,371 sq. ft.)	0.0	0.25
Residential TOTAL	27 723 m ² (298,423 sq. ft.)	3.0	7.11
TOTAL	36 216 m ² (389,834 sq. ft.)	5.0	9.29

*Note: Actual parking floor area is 9 090 m² (97,850 sq. ft.), but there is provision in the DODP that each square foot of above-grade parking area shall be counted as 0.70 sq. ft., for the reason that considerable lower floor-ceiling heights represent significantly less building mass.

The maximum FSR for all uses in DD sub-area 'C' is 5.0, with a maximum of 3.0 for residential use. As shown in the table above, the application seeks an increase of 4.11 FSR in residential floor area (+57.8%), and an increase of 4.29 FSR in total floor area (+46.16%). The FSR on the Richards Street site is 8.94, and 9.76 on the Seymour Street site.

The proposed tower heights are 89.9 m (295 ft.) for the 30-storey tower fronting Seymour Street and across from the Orpheum Theatre, and 100.6 m (330 ft.) for the taller 34-storey tower fronting Richards Street. The maximum height in this area of the DD is 91.44 m (300 ft.). The most restrictive view cone in this area (9.2.1) limits total building height to 119.8 m (393 ft.). The proposed tower heights are well below this limit. However, the Richards Street tower would exceed the maximum height of 91.44 m (300 ft.) by 30 ft. (10 %). Note: The tower heights proposed in the initial application submitted April 1, 2004, and seen by residents of the surrounding area at Open House, reached to 108.5 m (356 ft.).

Underground parking with access from the lane would serve the development. A further 225 public parking spaces, as a principal use not serving the other land uses, and to be owned by the developer, would be provided in 3½ levels above grade within the 4-storey podia, with access from Seymour Street. This parking would be masked from the abutting three streets by commercial floor area, amenity space, public art, and live-work townhouses. There would be bridging over the lane at three levels, as is presently the case.

DISCUSSION

A. LAND USES

Staff support the proposed land uses which include, in order of magnitude, residential, public parking, office, retail and office live-work. Except for live-work, all proposed uses are permitted in this sub-area and are consistent with the adjacent land uses and zoning. Issues are raised by the above-grade public parking garage, and by the residential floor area increase.

1. Public Parking:

1.1 Downtown Parking: There are several factors which support continued public parking provision on the site:

- the site is in a part of the DD which is parking-deficient and where parking garages as a principal use may be considered, including above-grade parking (see DODP map 5);
- the site is in a part of the downtown where numerous surface parking lots have been redeveloped in recent years, and the few remaining lots are likely to disappear as they are viable redevelopment sites;
- most of the existing parking spaces are available for short-term, transient use (292 spaces or 68%) compared to monthly parkers (120 spaces or 28%) (Note: the balance of 18 spaces is leased to a car rental company);
- the site is within a block of the Granville Street entertainment district which is dependent on surface parking lots in the area;
- the site is across the street from the heritage 2,780-seat Orpheum Theatre which is without on-site parking and is dependent on parking supply on nearby sites; and
- the proposal would not displace any existing commercial uses, but would in fact replace some of the existing public parking on the site and would add retail, service and office uses.

The significant policy context is the Downtown Transportation Plan (DTP) which seeks to accommodate more people travelling to, from, and within the City without adding traffic lanes by providing more transportation choices. Managing parking supply, on-street and off-street, is one means whereby the City can encourage commuters to choose transit, bicycling, or walking over driving. Although the DTP acknowledges that a number of downtown areas are identified as having a deficiency of parking spaces, one of its many recommendations is to review commercial and residential parking standards, as well as policies that permit the development of free-standing parking garages in parts of downtown.

The key factor here is whether public parking on this site serves primarily commuters or others, such as downtown shoppers and patrons of the Orpheum Theatre. A transportation engineer's report submitted with the application observed that only 28 percent of the spaces in the existing parkades were rented to monthly parkers. In addition, Cultural Affairs and Civic Theatres staff are concerned that the City-owned Orpheum Theatre, and the organizations which have their home there, including the Vancouver Symphony Orchestra (VSO) and the Vancouver Recital Society, would be much affected by the removal of the existing parkades and the ongoing loss of surface parking in the surrounding area.

Engineering staff advised that the need for public parking at this location has been recognized since the 1980's to meet the needs of the Granville Street entertainment district, and particularly to sustain the viability of the Orpheum Theatre. The City tried to purchase the site on several occasions to secure the parking, however the City's offers were not accepted.

A letter of support from the Downtown Vancouver Business Improvement Association states that the proposed public parking is much-needed for businesses in the area.

Another letter of support was received from the VSO stating that "everything about this project is positive and will be a boost for the residents and businesses of and visitors to the area. The above-ground parking design is ingenious and will help to retain the all-important public parking spaces in close proximity to the Orpheum. Adding hundreds of residential units (occupied by potential patrons) just across the street from the theatre will be of benefit to the VSO and every other organization that utilizes the Orpheum. The proposed ground-level amenities will make coming to the concerts even more pleasant for our hundreds of thousands of audience members annually".

It is apparent that the public parking provided on this site is not solely or even primarily serving commuters but rather transient parking needs including both daytime shoppers and evening patrons of nearby entertainment and cultural facilities, particularly the Orpheum Theatre. Considering this, and the other factors identified above, staff support this proposed parking use in this very specific context. It is also recommended that most of the public parking be restricted to short-term, transient use.

1.2 Downtown Commercial Capacity: Growing concerns about the loss of commercial capacity in the downtown led staff to recommend and City Council to adopt in May, 2004 the *Downtown District Interim Policies for Residential Use in DD areas 'C' and 'F'*. This new guidance for staff and applicants with respect to development and rezoning inquiries and applications seeks to prevent major residential development from displacing commercial capacity in the Central Business District (CBD) and adjacent area designated for CBD expansion, pending a long term land use review in these areas which is now in progress.

Criteria were approved for residential rezonings such that for most of the DD's sub-area "C", referred to as Area 'C' Central, new market residential development should not be considered. However, in the small area east of Granville Street, between Robson and Smithe Streets, which includes the subject site, and which was previously referred to as a "housing encouraged" area, residential development is possible but additional residential development over and above the maximum provided in existing zoning should be considered only if 2.0 FSR commercial floor area is included in the project.

In this policy context, the question raised is whether the public parking can be included within the mix of commercial uses as the applicant proposes, which is otherwise limited to retail/service floor area at grade and two levels of limited office floor area ("micro-offices") above, and which combined have an FSR of 0.55. This is significantly less than the 2.0 FSR in commercial use which should be provided in response to the Interim Policies. When the public parking is included in the mix of commercial uses, the commercial FSR rises to 2.18.

There are several reasons to consider public parking as a commercial use in this specific circumstance:

- it is a permitted principal use in this DD sub-area, over and above the ancillary parking which is required to serve the other land uses on the site;
- it is a commercial use in the context of the major land use classes in the Zoning and Development By-law;
- neighbouring cultural and entertainment facilities and businesses are dependent on nearby off-site parking which is rapidly disappearing in this parking-deficient area, and which would be further exacerbated by the loss of public parking on the subject site; and
- it would not displace any existing office, retail and hotel uses, but would replace 52 percent of the existing public parking on the site.

Staff thus support the proposed public parking as a commercial use. If there is some doubt that development on the site should be exempt from achieving the intent of the Interim Policies it should be recognized that the circumstances, as described above, are unique.

1.3 Urban Design and Livability: While public parking is supported by the Parking Branch in Engineering Services, Planning staff had serious reservations about above-grade parking, anticipating unacceptable impacts on building character and adjoining public realm. The DTP identifies as one of the primary concerns being addressed by the recommendation to review the DODP provisions for parkades is “the lack of street animation on frontages occupied by parkades. The renovation of existing parkades to add active uses to street level edges needs to be encouraged”.

At the enquiry stage, the applicant’s concept of “wrapping” the above-grade parking area with active uses at the street property line seemed optimistic but could be supported with an acceptable rationale for not having the parking below-grade and if better, more detailed illustration of the face it will present to the streets below were provided. The application subsequently submitted seeks to mitigate the impacts of above-grade parking through site planning (e.g., live-work townhouses fronting Richards Street) and architectural measures which minimize the visual intrusion of parking use.

Engineering staff have confirmed that, primarily due to existing utilities, the only practical way to accommodate the public parking within the context of the proposed development, and given the lane separating the two parts of the development site, is above grade. Engineering Services also supports the bridging over the lane to provide appropriate vehicle and pedestrian circulation within the parkade and to specific parts of the development, noting that minimal dimensions to support the vehicle and pedestrian connections will be sought. The two levels of internal office corridors proposed over the lane, at the Smithe Street frontage, are not supported.

The applicant has proposed that the public art budget for the site include animation of the Seymour Street parkade façade with a significant glass-art installation. “This installation would beautify the public realm passing up Seymour, mitigate views to the cars behind, and provide a distinctive and decorative mural for those assembled in the Orpheum east lobby. The installation will reinforce an arts/music theme, whether by metaphor or otherwise, to establish a strong connection with the Orpheum. It will also signal the destination for Orpheum patrons to get to their parking. The artwork is intended to strengthen the sense of cultural destination on both sides of Seymour Street.”

Staff support the street-fronting above-grade parking and recommend further design development at development (DE) application stage to the architectural design and finishes to ensure a masking of the above-grade parking, particularly on the Seymour Street elevation where no other land uses are proposed at the building face.

2. Residential Land Use:

Given the primary commercial role of the Downtown, staff assessment of the proposed additional residential floor area on this downtown site was undertaken relative to criteria set out in the CBD Policies: (1) how is the proposed mix of uses supportive of precinct character? (2) how is the precinct conducive to residential liveability? (3) how is proposed residential use compatible with adjacent land uses?

2.1 Precinct Character: Regarding the first criterion, it should be noted that the applicant's initial exploration of the site occurred in the context of CBD policies which referred to this area immediately north of Downtown South as a "housing encouraged" area.

The mixed-use development proposed for this site includes retail, service, office and live-work uses, which are entirely compatible with and supportive of the precinct character and the land uses immediately surrounding the site, which include the Orpheum Theatre, Staples store and Dufferin Hotel. The residential towers above are an extension of the primarily residential development in the adjoining Downtown South neighbourhood, including "The Metropolitan", "Mondrian", "Savoy", "Pinnacle" and "Miro".

2.2 Residential Livability: A principal concern is that the surrounding precinct, which includes the nearby Granville Street entertainment district and the high volume of vehicle traffic on Smithe and Seymour Streets, is not conducive to livability, and will likely require that the project incorporate specific measures to ensure livability for its occupants.

The applicant has stated that "acoustical measures will be taken to improve the livability for the residents, ... (including) improved ventilation systems so that residents can close their windows during the summer months." An acoustics consultant who assessed external noise impacts for the applicant advised that "careful acoustical measures are required to achieve acceptable noise levels." These include laminated glass, shielding through balconies in front, enclosed balconies, doubling interior wallboard, and additional exterior wallboard or concrete.

Ultimately it is expected that the residential towers have high standards of noise mitigation, as set out in the provisions of the draft CD-1 By-law, through some combination of measures, including an air conditioning or ventilation system which gives residents the option to keep their windows closed. The By-law will also explicitly state, for the information of prospective purchasers, that the dwelling units are in an "activity zone" as defined in the Noise Control By-law and are therefore subject to noise from surrounding land uses and street activities at levels permitted in industrial and downtown districts.

Within these parameters, it is likely that livability with respect to this noisy environment can be achieved, noting that residential use is being successfully developed in many residential projects in proximity to the entertainment district.

Another livability concern has been raised by residents in the surrounding area about the limited amount of green open space in the area which they see as necessary in a high-density residential environment. This is being addressed with the build out of Emery Barnes Park located 2-3 blocks to the south (with a second phase still to be undertaken) and Yaletown Park at the corner of Nelson and Mainland Streets whose completion is anticipated in 2006.

2.3 Land Use Compatibility: The proposed residential towers can be expected to be compatible with surrounding non-residential land uses. In terms of built form and massing, as well as street expression, they will be situated above four-storey podiums comprised of non-residential uses which correspond to the massing of the nearby Dufferin Hotel, Staples store and Orpheum Theatre. The grade-level retail and service uses, as well as the five three-storey General Office Live-work townhouses on the Richards Street frontage, will also provide a desirable pedestrian-oriented environment at street level.

In terms of the broader surrounding area, including the Granville Street entertainment district, CBD policies regarding increased residential density explicitly require that adult-oriented housing be provided rather than housing for families with children. This will help to ensure that the housing which is developed, and its future occupants, do not unduly constrain the normal activities to be anticipated in these adjoining commercial districts.

B. DENSITY

The overall proposed density (FSR 9.29) is significantly higher (+ 86 %) than the existing maximum density and prevailing densities in the nearby Downtown South neighbourhood (FSR 5.0). The challenge is whether the increased activity on the site, both commercial and residential, will be significantly greater and have greater impact than the norm. This is a concern for several nearby residents.

It is a mixed-use development which is proposed, with a bigger commercial component (24 %) than has typically been provided in the more residential Downtown South area, and this will provide for a better balance on this site between residents and daytime commercial pedestrian and vehicular traffic. The retail, service and office floor area on the site, and also the public parking, will bring shoppers and visitors to the streets fronting the site and surrounding area. This will contribute to street vitality and safety.

If the public parking is taken out of the equation, given that this use does not contribute to the number of long-term building occupants on the site, the density would be 7.66, which is 40% above than the density which could be achieved on the site without rezoning.

In terms of increased population density, about which several neighbours have expressed concern, the residential FSR on the site is proposed to be increased by 30% over the maximum which has been successfully achieved on many sites in Downtown South. On some sites, the FSR has reached up to 8.0 FSR, mostly in residential use, compared to 7.11 proposed here.

Staff support the proposed density increase. As discussed earlier, there are green open space amenities under way in the neighbourhood, and the adult-oriented housing on the site should have limited impact on the demand for child care and school services in the area.

C. FORM OF DEVELOPMENT and TOWER HEIGHTS

The central question in most downtown rezonings is whether the requested increase in density can be accommodated on the site in a neighbourly manner which achieves urban design and livability principles and guidelines. The overall urban design thesis presented in this application is generally supportable with respect to uses, scale and general character of the lower built form (two 4-storey podiums), building street setbacks, above-grade public parking, two residential towers of different heights, and the porte cochere on the lane.

The proposed form of development, including tower placement and massing, podium and building entries, has been assessed and generally conforms to design guidelines. However, staff do not believe that increased tower height above the maximum in this district can be supported in the context of surrounding towers. The recommended maximum height for this area of the Downtown is 91.44 m (300 ft.). The tower heights proposed by the applicant are 89.9 m (295 ft.) for the Seymour Street tower and 100.6 m (330 ft.) for the Richards Street tower. The applicant's design thesis is that additional height above the 91.44 m (300 ft.) reinforces the skyline transition to the higher adjacent office building heights, e.g., Scotia Tower. Staff note that that building is a block and a half away, and also it is the proposed shorter tower which is actually closer to it rather than the higher tower.

Staff recommend that the maximum tower height for the Richards Street tower should be limited to 91.44 m (300 ft.) to reinforce a neighbourly relationship with adjacent residential development in Downtown South, and to enhance the legibility of this area in contrast to the adjoining commercial areas to the north. Staff also recommend that the height differential between the two towers be maintained to reflect the different site areas.

Staff have also considered the proposal in terms of the number of towers per block and attention to their spacing to provide a feeling of light and air and also the perception of spaciousness from middle and distant views outward from units. Staff concluded that view impacts on residential neighbours will be modest.

Other significant elements of the proposal are supported. The podium height at four storeys is consistent with guidelines intent and will effectively achieve an appropriate pedestrian scale and retail environment for the three streets abutting the site, although the existing zoning neither requires nor prohibits ground floor retail for the Seymour, Smithe and Richards Street frontages. The introduction of several three-storey ground-oriented live-work townhouses along the Richards Street frontage is considered an appropriate transitional use to the existing office uses north of the site and will provide pedestrian interest through their "work" activities at grade.

Several significant urban design refinements are recommended by staff to benefit the public aspects of the proposal:

- reducing the tower heights by approximately 9.1 m (30 ft.) to improve the relationship with the prevailing existing building heights;
- increasing the tower separation to a minimum of 23.38 m (80 ft.) to improve the livability and privacy of the dwelling units, and to improve private view impact for development to the south;
- refining the character of the towers to allow them to respond better to the varied context and reduce the twinning architectural characteristics;

- locating floor area in grade-level uses to ensure street animation and visual interest to the public; and
- improving the environmental characteristics of the porte cochere.

Subject to a reduction in the height of both towers, staff concluded that the proposed development could accommodate the proposed additional floor area on this site without compromising urban design and planning objectives or liveability for adjacent development. The Urban Design Panel supported the application on September 1, 2004 (5-3). (See Urban Design Panel minutes in Appendix D)

D. PARKING AND LOADING

Staff support the proposed parking and loading provisions, which generally do not depart from Parking By-law requirements.

Engineering Services supports the proposed public parking, above-grade, with bridging over the lane to provide appropriate vehicle and pedestrian circulation between the two parts of the development. However, it is recommended that the public parking be generally limited to short-term, transient use, rather than provide monthly parking for commuters.

Staff also recommend that the two levels of internal office corridors be removed from the proposed bridging over the lane, at the Smithe Street frontage, and that open, demountable bridges be provided with a minimum clearance to grade and minimal dimensions to support the vehicle and pedestrian connections. The final design and construction of the bridges over the lane will be subject to the approval of the General Manager of Engineering Services and be subject to legal arrangements (an encroachment agreement).

E. SUSTAINABILITY

The City does not yet have comprehensive requirements in regulations or policy regarding sustainable or 'green building' development. An interim baseline green building strategy has recently been developed, but has not yet received Council approval. At this time, any proposal should, through best efforts, attempt to meet the most current version of the City's green building strategy for new developments at the time of rezoning and/or meet a minimum LEED Canada Certified standard (with full LEED registration and documentation).

The applicant has proposed a preliminary sustainability strategy, initially comprised of the following elements:

- use regional materials,
- increase land use density,
- develop in proximity to good transit links,
- provide facilities for bicycle storage,
- undertake site remediation, and
- provide green roofscape.

City Council and Council-appointed bodies, such as the Urban Design Panel, are keenly interested and concerned to see significant progress in achieving sustainable development. In this evolving context, staff support the applicant's preliminary sustainability strategy and will endeavour to assist in its evolution at the development application stage.

F. PUBLIC INPUT

As a result of notification, a number of respondents have commented on the rezoning application. (See Appendix D for more details). A petition was submitted in December, 2004, signed by 40 residents and written (e-mail) response was received from 10 nearby residents. In general, these nearby residents expressed concern about the proposed tower heights and their impact on views from towers to the south and east of the site, concern about density in terms of impacts on traffic, noise, and neighbourhood character, and concern about limited park space in the area.

Staff have sought to heed these concerns. We have recommended and the applicant has agreed to reduce tower heights and provide tower separation more consistent with guidelines for Downtown South which is south of the subject site. Regarding density, staff believe that the 30 percent increase in residential FSR, representing the most active use of the site, can be accommodated within the proposed form of development without adversely affecting the surrounding area, as discussed above. The provision of green open space in the area is being addressed by the build out of Emery Barnes Park and Yaletown Park.

PUBLIC ART

A public art budget will be required, and it is estimated at \$370,342. Under Option C the developer proposes to spend 60 percent on-site (primarily on the street elevation across from Orpheum Theatre) with remainder to go to City public art. Staff advise that there is opportunity at this location, across from the Orpheum, that 100 percent could be spent on-site.

DEVELOPMENT COST LEVIES

DCLs apply to all new construction (payment is a condition of building permit issuance). The new rate in the Downtown South DCL District, as of September 15, 2005, for commercial and residential uses (including parkade) is \$9.50 per sq. ft. The proposed new development on the site will therefore be subject to DCLs of approximately \$3,982,300.

COMMUNITY AMENITY CONTRIBUTION (CAC)

Rezoning on the downtown peninsula are "non-standard", for which the community amenity contribution (CAC) is determined through a negotiated approach rather than a flat rate. In these cases, the increase in land value expected to be generated by rezoning approval establishes a City expectation that the property owner will make voluntary CAC to the City of some portion of this increased value.

In response to the Financing Growth Policy, the developer is anticipated to offer a community amenity contribution comprised of heritage density transfer and a cash contribution. The negotiations in respect of these matters are not concluded, and therefore staff will be reporting their recommendations on this matter at the Public Hearing.

Staff support the proposed purchase and transfer of heritage density from a suitable donor site in the amount of 1 950 m² (20,988 sq. ft.), equivalent to a 10 percent increase in floor area which is possible in a development application without rezoning.

FINANCIAL IMPLICATIONS

Approval of the report recommendations will have no financial implications with respect to the City's operating expenditures, fees, or staffing. Pending completion of negotiations regarding CAC, the value to be offered to the City cannot yet be confirmed.

APPLICANT COMMENT

The applicant has been a copy of this report for review and comments as follows: "We have reviewed the Policy Report for 872-898 Seymour Street and 887-897 Richards Street and are in agreement with Staff's recommendations and conclusions. We understand that the CAC negotiations will continue during the referral process and will come to a mutual agreement between the owner and the City prior to the Public Hearing. Thanks to you and your staff for all the hard work associated with this application."

CONCLUSION

The proposed increase in density, through increased residential floor area, is supported and the proposed increases in tower height are also supported, but subject to a reduction of 9.14 m (30 ft.). The Director of Current Planning therefore recommends that the application be referred to a public hearing, together with a draft CD-1 By-law generally as shown in Appendix A and a recommendation that it be approved subject to the conditions listed in Appendix B, including approval in principle of the form of development as shown in the plans included here as Appendix E.

* * * *

**872-898 SEYMOUR STREET AND 887-897 RICHARDS STREET
DRAFT CD-1 BY-LAW PROVISIONS**

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

1. Definitions

Words in this By-law shall have the meaning assigned to them in the Zoning and Development By-law, except as provided below:

1.1 "Base Surface" shall be calculated from the official established building grades.

1.2 "General Office Live-Work" means the use of premises for a dwelling unit, general office, or both uses in conjunction with one another, provided that:

- (a) any such use must not include any dating service, entertainment service, exotic dancer business, social escort service or other similar business, as determined by the Director of Planning in consultation with the Chief License Inspector; and

Note: By definition in the Zoning and Development By-law (Section 2) General Office excludes other Office Uses, specifically Financial Institution, Health Care Office and Health Enhancement Centre.

- (b) any development permit for such premises shall be for dwelling units, general office, and dwelling unit combined with general office.

2. Land Uses

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

- (a) Cultural and Recreational Uses,
- (b) Dwelling Uses, [see 3.1 below]
- (c) General Office Live-Work, [see 3.2 below]
- (d) Office Uses,
- (e) Parking Uses, [see 3.3 below]
- (e) Retail Uses,
- (f) Service Uses,
- (g) Institutional Uses, and
- (h) Accessory Use customarily ancillary to any of the uses listed above.

3. Conditions of Use

3.1 Dwelling units are in an “activity zone” as defined in the Noise Control By-law, and, as a result, are subject to noise from surrounding land uses and street activities at levels permitted in industrial and downtown districts.

3.2 General Office Live-Work shall be considered as Multiple Dwelling use for the purposes of floor area inclusions, exclusions and calculations and for calculating required or permitted parking, loading, bicycle and passenger spaces.

3.3 Parking Uses, not including ancillary parking, shall be limited to above-grade gross floor area not exceeding 9 090 m² (97,850 sq. ft.), providing approximately 225 spaces.

4. Density

4.1 The total floor area must not exceed 36 230 m² (390,000 sq. ft.), subject to 4.2 and 4.3 below.

4.2 Floor area shall be based on the calculation provisions of the Downtown Official Development Plan, and exclude unenclosed outdoor areas underneath tower building overhangs and porte-cochere area. Each square foot of floor area for parking uses above grade shall be counted as 0.70 sq. ft., and referred to below as net public parking area.

4.3 Approval of any dwelling use area requires the concurrent or prior approval of at least 7 804 m² (84,000 sq. ft.) in commercial uses, including net public parking area. Note: As a condition of development permit approval, occupancy permit for residential floor shall not be issued prior to issuance of occupancy permit for the commercial floor area.

5. Height

The maximum building height, measured above the base surface and to the top of the roof slab above the uppermost habitable floor and excluding the mechanical penthouse, roof garden, and roof, must not exceed 91.4 m (300 ft.), except that the height of a second tower on the site must not exceed 82.3 m (270 ft.).

6. Parking

6.1 Any development or use of the site requires the provision, development, and maintenance, in accordance with the requirements of, and relaxations, exemptions and mixed use reductions in, the Parking By-law, of off-street parking, loading, and bicycle storage, except that parking for dwelling uses shall be required as per Section 4.3.9 Dwelling Uses - DD District (Downtown South).

6.2 The Director of Planning and General Manager of Engineering Services, on conditions that are satisfactory to them, may allow the substitution of co-operative vehicles and associated parking spaces for the required parking spaces at a 1:3 ratio, up to 1 co-operative vehicle for each 60 dwelling units, rounded to the nearest whole number, or such greater substitution of co-operative vehicles and associated parking spaces at such ratio and for such number of dwelling units as they may consider appropriate with respect to the site.

7. Acoustics

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

<u>Portions of dwelling units</u>	<u>Noise levels (Decibels)</u>
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

The noise level in General Office Live-work units should not exceed 40 decibels.

* * * *

**872-898 SEYMOUR STREET AND 887-897 RICHARDS STREET
PROPOSED CONDITIONS OF APPROVAL**

Note: These are draft conditions which are subject to change and refinement by staff prior to the finalization of the agenda for the public hearing.

FORM OF DEVELOPMENT

- (a) THAT the proposed form of development be approved by Council in principle, generally as prepared by Merrick Architecture Inc., and stamped "Received Planning Department, August 25, 2004", provided that the Director of Planning or the Development Permit Board, as the case may be, 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, or Development Permit Board, as the case may be, who shall have particular regard to, among other things, the following:

DESIGN DEVELOPMENT - GENERAL

- i) design development to reduce the Richards Street tower height to 91.44 m (300 ft.) and to reduce the Seymour Street tower height to 82.29 m (270 ft.) to improve the relationship with the current existing building heights and to improve some private views from southerly residential development;
- ii) design development to increase tower separation to a minimum of 23.38 m (80 ft.) to improve the livability and privacy of the dwelling units and to improve some private views from southerly residential development;
- iii) design development to refine the character of towers;

Note to applicant: aspects to consider include, among other things: that there should be more variations between the towers that allow them to respond better to the varied context and reduce the twinning architectural characteristics.

- iv) design development to grade level Seymour Street frontage to increase the presence of retail, minimise presence of elevator, stairs and exiting, strengthen presence, identity and surveillance of residential lobby, and to more strongly celebrate the relationship to the Orpheum;
- v) design development to the Richards Street lower levels to strengthen the presence, identity and surveillance of the residential lobby;

Note to applicant: Vancouver Building By-law provisions for office occupancy, which must be met in live-work units, have accessibility requirements for the

disabled which will not be met if the units have just one entrance accessed by means of stairs.

- vi) design development to the architectural design of the street-fronting above-grade parking to ensure it is masked, particularly on the Seymour Street elevation where no other land uses are proposed at the building face;

Note to Applicant: aspects to review include, among others, the provision of artistic architectural finishes and on-site public art.

- vii) design development to increase the amenity area for the Richards Street tower and to improve the presence and identity of both amenity areas in the Richards Street and Seymour Street towers;

Note to Applicant: aspects to review include, among others; use and activity programming for internal area and terrace areas.

- viii) design development to the porte cochere located off the lane to improve the circulation, environment, and spatial quality;

Note to Applicant: aspects to review include, among others; natural and artificial light, vertical and horizontal materials, and landscaping.

- ix) design development to the party walls of both sites to ensure they are visually appropriate in the neighbourhood as viewed from the public realm;
- x) cornice encroachments are not supported, and should be pulled back to the property line or deleted;

Note: the large sign encroachment on Seymour Street should be deleted from the application and applied for separately. Planning, also note the large cornice encroachment over the neighbouring lot 13.

LANE BRIDGING

- xi) design development to the bridging over the lane to remove the two levels of internal office corridors proposed over the lane, at the Smithe Street frontage, and to provide open, demountable bridges with a minimum clearance to grade and minimal dimensions to support the vehicle and pedestrian connections, as established by the General Manager of Engineering Services;

Note to applicant: bridging over the lane will be subject to legal agreement to the satisfaction of the General Manager of Engineering Services, on terms and conditions satisfactory to the Director of Legal Services.

LANDSCAPING

- xii) design development to the Smithe Street frontage (public realm) should illustrate Downtown South details:
 - granite street names at corner locations,

- cast Iron tree grates at tree bases,
- free standing city-style pedestrian lamp standards and pole mounted fixtures in an alternating pattern, and
- placement of other street furniture; benches, refuse containers, and bicycle racks;

Note to Applicant: All public realm development are to be provided to the approval of the General Manager of Engineering Services.

- xiii) Design development to provide more interesting and further refinement to all proposed roof gardens;
- xiv) An irrigation system shall be specified in all common areas, including the entry and upper terrace areas. Hose bibs should be provided in private areas such as patios and courtyards. Notations to this affect should be added to the drawing;

Note to Applicant: The irrigation system design and installation shall be in accordance with the irrigation industry of B.C. standards and Guidelines.

- xv) design development to provide public realm details consistent with those already approved at 822 Seymour Street(DE406340);

Note to applicant: This DE includes details from the Downtown South public realm treatment such as metal tree grates with granite surrounds and bronze medallions in the corners, Downtown South benches, and leaves stamped into the sidewalk. In addition, a West Georgia Street paving pattern was used consisting of exposed aggregate banding along the edge of the sidewalk and a perpendicular band of exposed aggregate at each street tree.

- xvi) design development to stagger the double row of street trees on Smithe and Richards Streets in order to match the pattern of street tree planting in the adjacent Downtown South streets;
- xvii)provision at the development permit stage of a full Landscape Plan illustrating propose plant materials (common and botanical names), sizes and quantities; paving, walls, fences, light fixtures and other landscape elements; and site grading. The Landscape Plan should be at 1:100 (1/8" = 1'-0") minimum scale;
- xviii)provision at the development permit stage of detailed large scale (1/4" or 1:50) architectural sections and elevations, illustrating the detailed treatment of the public realm interface (street, open space, townhouse etc.) including planter walls, stairs, gates, guardrails, landscaping, soil depth (indicating any underground structures), patios and privacy screens;

DESIGN DEVELOPMENT - CPTED (Crime Prevention through Environmental Design)

- xix) design development to take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard for reducing opportunities for:

- theft in the parking areas,
- graffiti on the lane, and
- mischief in alcoves and unwatched areas; and

SUSTAINABILITY

- xx) pursue a sustainable development strategy, including use of a preliminary LEED score card, to meet the City's most current green building strategy and, if possible, achieves LEED certification.

AGREEMENTS

- (c) THAT, prior to enactment of the CD-1 By-law, the registered owner shall, at no cost to the City make arrangements for the following, on terms and conditions satisfactory to the Director of Legal Services:

CHARGE SUMMARY

- (i) Clarification of the charges on title by way of a charge summary.

Note to applicant: The summary is to include both a description of the charges and note any impacts they might have on this proposed development.

SITE CONSOLIDATION

- (ii) Consolidation of the lots involved into 2 sites (Seymour, lots 13-19) and (Richards, lots 20-27), or other arrangements to the satisfaction of the General Manager of Engineering Services, Director of Legal Services and Director of Planning.

BRIDGING OVER LANE

- (iii) the design and construction of the bridges over the lane providing vehicle and pedestrian circulation within the parkade to be to the approval of the General Manager of Engineering Services. The bridges are also to be subject to legal arrangements, to the satisfaction of the Director of Legal Services and the General Manager of Engineering Services;

Note to Applicant: the bridge design to be revised to be of minimal dimensions to provide the intended vehicle and pedestrian circulation within the parkade and to provide open, demountable bridges with a minimum clearance to grade as established by the General Manager of Engineering Services upon review before approval of any development permit, and such other design criteria as established by the General Manager of Engineering Services.

Note to Applicant: the internal corridors, being part of the micro-offices over the lane, at the Smithe Street frontage, are not supported and are to be deleted from the design Encroachment agreement for proposed bridges over the lane.

LANE TREATMENTS

- (iv) Appropriate maintenance agreements for the proposed lane treatments. A separate application to the General Manager of Engineering Services is required.

UNDERGROUND SERVICES

- (v) Undergrounding of all new BC Hydro and Telus services from the closest existing suitable service point, including:
 - a) a review of the cabling necessary to service the site to determine any impact on the neighbourhood,
 - b) all power transformer requirements are to be fully accommodated on site,
 - c) Provision of on-site pad mounted transformers or other necessary power equipment for the development, and
 - d) Provision of connection to BC Hydro's "dual radial" power system.

STREET TREES and SIDEWALK TREATMENTS

- (vi) Provision of street trees adjacent the site where space permits.
- (vii) Provision of "Downtown South" sidewalk treatments adjacent the site.

SOILS (VANCOUVER CHARTER)

- (viii) The applicant or property owner shall provide to the City's Manager of Environmental Protection a site profile and, if necessary, a preliminary site investigation or detailed site investigation.

If it is determined that the site is contaminated or that contamination has migrated from the site onto City lands, the applicant or property owner shall enter an agreement with the City for the remediation of the contaminated lands.

HERITAGE DENSITY PURCHASE

- (ix) The purchase of 19 509 m² (21,000 sq. ft.) of heritage bonus density from a suitable donor site.

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

PUBLIC ART

- (x) Public art will be provided according to the Public Art Policies and Guidelines through an agreement to the satisfaction of the Managing Director of Cultural Affairs.

COMMUNITY AMENITY CONTRIBUTION

Note: Recommendations for arrangements regarding community amenity contribution will be reported to Council at the Public Hearing.

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owner, 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 site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law; provided however the Director of Legal Services may, in her sole discretion and on terms she considers advisable, accept tendering of the preceding agreements for registration in the appropriate Land Title Office, to the satisfaction of the Director of Legal Services, prior to enactment of the by-law.

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.

* * * *

**872-898 SEYMOUR STREET AND 887-897 RICHARDS STREET
URBAN DESIGN REVIEW**

Sites: There are two sites included in the proposal, separated by a lane. The first smaller site faces Seymour and Smithe Streets and has a Seymour Street frontage of approximately 45.72 m (150 ft.). The second larger site faces Richards and Smithe Streets and has a Richards Street frontage of approximately 60.96 m (200 ft.).

Context: The context is quite varied. To the north in the same blocks the sites are largely undeveloped with primarily surface parking lots with the exception of a new mixed use development on the corner of Robson and Seymour Streets. To the south is the residential area of Downtown South which is largely built out or has development permits in various stages. To the east are a mixture both new and older structures of commercial and residential developments. To the immediate west, across Seymour Street, the Orpheum and Capital 6 entertainment facilities are located.

Uses: The proposed uses include, in order of magnitude, residential, above grade public parking, retail, office and cultural facilities. With respect to the adjacent uses the proposed uses are generally compatible.

Density: The overall proposed density is FSR 9.29. The prevailing adjacent zoning densities in the neighbourhood are FSR 5.0. The challenge is whether the increase in density of approximately 85% above the FSR 5.0 can be accommodated on these two sites in a neighbourly manner.

Tower Heights: The proposal includes two residential towers. The proposed heights are 89.30 m (293 ft.) for the Seymour Street tower and 100.58 m (330 ft.) for the Richards Street tower; however both towers are approximately 7.62 m (25 ft.) above those heights when mechanical and decorative roofs are included. The existing zoning limits the height to 91.44 m (300 ft.). There are four aspects to consider when considering additional height in this area: shadowing; public views; private views; and built form height continuity.

Shadowing: The applicant has submitted shadow studies for the standard times of spring/fall equinox (March and September 21st) and summer solstice (June 21st) for the times of 10 a.m., 12 noon, and 2 , 4, 5 and 6 p.m. No shadowing is cast on existing public open space such as the Library Precinct or significant private open space during these times.

Public views: The sites are crossed by two view cones: 9.2.1 (Cambie at 12th Avenue, and 3.2.2 (Queen Elizabeth Park). The most restrictive view cone is 9.2.1 limiting height to 120.03 m(393.80 ft.) at the Seymour and Richards corner (above an elevation derived from contours of 49.68 m :163 ft.) and to 119.86 m (393.27 ft.) at the interior site edge along Seymour Street (above an elevation of 53.82 m: 176.6 ft.). The application meets these restrictions.

Private Views: A private view analysis has been submitted illustrating the impact the proposal has on surrounding buildings. Clearly any high-rise development on the subject sites will impact private views to some degree. This is certainly the case in this instance although because of the horizontal distance between the proposal and surrounding development the view impact caused by the proposal is generally reasonable. Also, surrounding existing

development will, or should, have anticipated redevelopment on adjacent sites to heights of approximately 91.44 m (300 ft.) for which the existing zoning allows. The height proposed of 100.58 m (330 ft.) for the Richards Street tower is above what could be expected although surrounding buildings are lower and their views will not be affected by the additional 17.06 m (56 ft.).

However, staff is making two recommendations that will improve private views. First, by lowering the height of the Seymour Street tower there will be improved views for upper units in developments to the south. Second, by marginally increasing the separation distance between the towers there will be better views between the towers for southerly residential developments.

One valid concern with reducing the tower heights is that to maintain the proposed density the tower floor plates will increase in size. However, noting that the typical floor plate is approximately 475.3 m² (5,116 sq. ft.) and review of the tower floor plate shape, there are opportunities of increasing the floor plate sizes without increasing private view impacts from southerly residential development. Staff note that a more typical floor plate found in the neighbourhood is 603.9 m² (6,500 sq. ft.).

Built Form Height Continuity: The recommended height for this area of the Downtown is 91.44 m (300 ft.). The heights proposed are 89.30 m (293 ft.) for the Seymour Street tower and 100.58 m (330 ft.) for the Richards Street tower. The design thesis put forward by the applicant is that the additional height above the 91.44 m (300 ft.) reinforces the skyline transition to the higher adjacent office building heights; the Scotia Tower being the example. Staff notes the Scotia Tower is a block and a half away and the proposed shorter tower is actually closer than the proposed higher tower. As a major thesis of the rezoning is to provide significant residential use staff recommends the maximum tower height for the Richards Street tower should be limited to 91.44 m (300 ft.) to: reinforce the neighbourly relationship with adjacent residential development, particularly the Downtown South residential area to the south, for which the maximum height is 91.44 m (300 ft.); and to enhance the legibility of this area in contrast to the adjoining commercial areas to the north. Staff also recommends the height differential between the Richards Street and Seymour Street towers be maintained to reflect the different site areas and to avoid the 'twinned tower' issue as noted below. Staff also note that if this site was in the adjacent Downtown South residential area the height for the Seymour Street site would be limited to 21.3 m (70 ft.).

Another concern is that the applicant has increased the necessary height by proposing very small floor plates and therefore the enclosed habitable area, of the top 3 - 4 storeys of the towers. These floor plates vary from 222.6 m² (2,396 sq. ft.) to 380.7 m² (4,098 sq. ft.). The consequence of this design approach is that the top levels of the elevator cores are substantially exposed and visually presents solid blank walls to the context. Typically the design objective in these circumstances is to avoid a solid wall character and present a more light, lively and interesting character. By reducing the building heights, and more closely meeting the desired neighbourly relationships, an enhanced residential character will be achieved at the upper levels of both towers.

Staff also note that there are neighbours objecting to the proposed tower heights. As noted above the lowering of the Seymour Street tower height and increasing the spatial separation between the towers will improve private views from southerly residential development.

Tower Built Form: The two proposed towers have the same shape, character, and floor plate size although they vary in height. The design thesis put forward by the applicant is that the twinned towers optimize neighbourhood livability and give them an 'iconic' stature. The concern with this approach is that twinned towers make a very strong urban design statement by emphasising this particular location in the overall city fabric. However, this downtown location has no particular importance by being a gateway to a special area of the City for example and certainly there is no rationale for this being an 'iconic' development. Staff recommends that there should be more variations between the towers that allow them to respond better to the varied context and different site sizes, and reduce the 'twinned tower' architectural characteristics. This approach will allow the towers to meld in to the overall City context in a more neighbourly manner.

Lower Built Form: The proposed lower built form is approximately 4-storeys in height and presents a strong street-wall to the existing surrounding context. This approach is compatible in scale and built form character and mass with both existing and emerging development forms in the immediate context of Seymour, Richards and Smithe Streets.

Above-Grade Parking: An important part of the application is the proposed 4-storeys of above-grade public parking. There are two primary aspects to consider; the built form mass; and the character presented to the surrounding streets. First, the built form mass, as noted above, is compatible in scale with both existing and emerging development forms in the immediate context of Seymour, Richards and Smithe Streets.

The second aspect, the character presented to the surrounding streets, is more challenging. The primary urban design objective with above-grade parking is to present a visually interesting and active presence to the surrounding streets. The application has attempted to address this concern by introducing two levels of micro offices facing Smithe and Richards Streets and 4-level townhouses facing Richards Streets. The result is that approximately 80% of the upper three levels of above-grade public parking are screened by micro offices and townhouses. The remaining 20% of the above-grade parking is exposed to Seymour Street. The parking in this area is successfully architecturally screened although the details are not confirmed at this stage.

Street Frontages: The application faces three major streets - Seymour, Smithe and Richards - and the grade level street frontages and uses, and the animation, activity and visual interest they present to the public street life are important to the success of the proposal.

Seymour Street frontage; the proposed at-grade uses include; commercial for approximately 30% of the frontage, pedestrian entrance to above grade public parking with exposed elevator, residential entrance, exit stairs; parking ramp; and no setback from the property line. The concern is that the majority of the frontage provides little public visual interest or animation to the street. Staff recommends an increase in uses that provides more public visual interest and animation to this frontage. Providing no building setback is appropriate for this portion of Seymour Street as existing and proposed development has not done so.

Smithe Street frontage; the proposed at-grade uses include; primarily commercial uses and two residential entrances. A 5.48 m (18 ft.) setback from the property line is proposed. Staff considers the uses appropriate and, as this frontage is facing south, the setback provides the opportunity for patios as adjuncts to the commercial uses and functions.

Richards Street frontage: the proposed at-grade uses include; commercial uses for approximately 20% of the frontage, townhouses for over 50% of the frontage and a residential entrance with exit doors. A 3.65 m (12 ft.) setback is proposed. Staff considers the frontage uses general appropriate and the 3.65 m (12 ft.) setback corresponds to the setbacks required in Downtown South which is one block to the south. However, staff recommends that the residential townhouses become live/work units which would be more compatible with the mixed use character potential along this block of Richards Street.

Residential Porte Cochere: The proposal includes a large grade level porte cochere between the two sites that straddles the lane. It serves both sites for residential vehicle access and loading and commercial loading. Major portions of this area are under building structure above. The concern with the porte cochere configuration and design is that, unless designed to the highest standards, it could be dark and uninviting. Staff recommends significant design development to this area to ensure a high quality arrival environment is achieved.

Livability and Privacy: The two proposed towers are aligned opposite each other and are approximately 22.86 m (75 ft.) apart. For high density residential development in the downtown staff consistently recommends a minimum separation of 23.38 m (80 ft.) to maintain livability and privacy separation between towers.

Party Wall: The proposed development base is approximately 4-storeys. The immediately adjacent existing development on Seymour and Richards Streets varies between 2 and 3-storeys. This means that substantial portions of the new party wall of the proposal will be exposed. Staff recommends design development to the party walls to enhance their visual presence in the neighbourhood.

Development Potential on Adjacent Sites: There are development opportunities on neighbouring properties within the two subject blocks and blocks to the east. To judge whether the subject application limits these opportunities the applicant has presented four options that illustrate different development forms and densities. Staff considers the development opportunities on adjacent sites have been maintained.

Conclusion: The overall urban design thesis is generally supportable with respect to: uses; scale and general character of the lower built form; building street setbacks; above grade public parking; two residential towers of different heights; and the residential porte cochere on the lane.

However, there are a number of significant urban design refinements recommended by staff that would benefit the public aspects of the proposal which include, among others, the following primary recommendations: reducing the tower heights by approximately 3-4-storeys to improve the relationship with the prevailing existing building heights and to improve some private views from southerly residential development; increasing the tower separation to a minimum of 23.38 m (80 ft.) to improve the livability and privacy of the dwelling units and to improve some private views from southerly residential development; refining the character of the towers to allow them to respond better to the varied context and reduce the twinning architectural characteristics; to increase grade level uses that provide street animation and visual interest to the public; and improve the environmental characteristics of the porte cochere.

**COMMENTS FROM THE PUBLIC,
AND REVIEWING AGENCIES**

Public Input: A notification letter dated April 29, 2004 was mailed to 2,212 surrounding property owners (including 534 multiple property owners) and downtown business groups. The notification area is bounded by Hamilton Street on the east, Nelson Street on the south, Granville Street to the west, and Dunsmuir Street to the north. Rezoning information signs were installed on the site on May 11, 2004.

An Open House was held by the applicant on Thursday, March 4, 2004. 28 people signed in and 15 comment forms were submitted. 9 forms were generally supportive and 2 were opposed. 4 expressed concern about loss of public parking and proposed replacement of some public parking spaces. 3 expressed concerns about the limited available of public parks in the surrounding area.

As a result of public notification, 9 telephone calls were received which sought some clarifications about the proposal and process. A petition was submitted in December, 2004, signed by 40 residents at 969 and 989 Richards Street. The petition states an objection to the proposed rezoning as "the subject area is already overly congested and adding another structure of this magnitude will only serve to worsen traffic congestion, increase noise, and worsen an already bad shadowing situation. The proposed 86 % increase in FSR is outrageous, even for the core of Vancouver. We see no advantage to the City, or its residents in approving this application".

Written (e-mail) response was received from 10 nearby residents. Most (6) expressed concern about the proposed tower heights and their impact on views from towers to the south of the site, four expressed concerns about density in terms of impacts on traffic, noise, and neighbourhood character. Two expressed concerns about limited park space in the area.

Letters of support were received from DVBIA (Downtown Vancouver Business Improvement Association) and Vancouver Symphony Orchestra (VSO).

Staff have sought to heed the concerns expressed by nearby residents about height and density. In particular, we have recommended and the applicant has agreed to reduce tower heights and provide tower separation more consistent with guidelines for Downtown South which is south of the subject site. Regarding density, staff believe that the 30 percent increase in residential FSR, representing the most active use of the site, can be accommodated within the proposed form of development without adversely affecting the surrounding area, as discussed in the main body of this report. The provision of green open space in the area is being addressed by the build out of Emery Barnes Park and Yaletown Park.

General Manager of Engineering Services: Engineering Services, in memo dated July 16, 2004 (on file), has reviewed the application and provides the following comment:

"Engineering Services has no objection to the proposed development provided the following issues can be addressed prior to by-law enactment.

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

- Support of the bridges is contingent on the design being modified to reflect only the vehicular uses and that they are of minimal dimensions to serve the vehicular circulation necessary for the parkades function. The pedestrian bridge is not supported.
- Consolidation of the lots into 2 sites. (Seymour, lots 14-19) and (Richards, lots 20-27) note, drawing A-001, project statistics, indicates lot 13 is involved in the application but plans do not reflect this, correction is necessary.
- Clarification of the charges on title. A charge summary is required. The summary is to include both a description of the charge and note any impact it may have on this proposal.
- Appropriate maintenance agreements for the proposed lane treatments. A separate application to the General Manager of Engineering Services is required.

“The cornice encroachment shown over Seymour Street is not supported and should be pulled back to the property line or deleted.

“The following is to be to the satisfaction of the General Manager of Engineering Services:

- Under grounding of all new BC Hydro and Telus services from the closest existing suitable service point including a review of any necessary cabling to determine the impact on the neighbourhood.
- Provision of on-site pad mounted transformers or other necessary power equipment for the development.
- Provision of connection to BC Hydro’s “dual radial” power system.”

Urban Design Panel: On September 1, 2004, the Panel reviewed the application

EVALUATION: SUPPORT (5-3)

- **Introduction:** Jonathan Barrett, Development Planner, presented this rezoning application comprising two adjacent sites, one having a frontage of 150 ft. on Seymour Street and the other a frontage of 200 ft. on Richards Street. Existing DD (Downtown South) zoning permits a height of 300 ft. and 5.0 FSR (2 FSR commercial + 3.0 FSR residential). The proposal has a commercial retail base with townhouses along Richards Street and four or five levels of above-grade parking above the retail commercial base and residential above. The proposal is for two towers, 292 ft. and 330 ft., with an overall density of approximately 9.29 FSR (about 2.0 commercial + 7.1 residential). The application seeks a heritage density transfer.

As well as general advice on use, form and density, the advice of the Panel is sought in the following areas:

- overall legibility of the project in the greater city context;
 - relationship to surrounding development;
 - form and character of the towers and the relationship between the two towers; appropriateness of 330 ft. in this 300 ft. zone in terms of view and shadow impacts;
 - character of the lower level uses, with particular emphasis on the above grade parking;
 - livability, noting a separation of 75 ft. between the two towers; and
 - the amenity package.
- **Applicant's Opening Comments:** Chuck Brook explained there are currently two above grade parking structures on the site which are well used, particularly in the evening by Orpheum patrons, and during business hours. Civic Theatres has confirmed the importance of replacing this parking and the proposal is to provide it within the project, above grade. Private residential parking will be provided below grade.

Paul Merrick, Architect, noted the sites are between the business district and the theatre district and each frontage has a different nature. He briefly described the overall rationale for the scheme and Greg Borowski, described the architecture. The applicant team responded to questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Challenges still remain on this project;
 - General support for the uses;
 - General support for the above grade parking but there should be increased visibility and honesty in its expression. Reduce compromises to increase its functionality and ensure its visibility;
 - No clear consensus on whether the site can accommodate the density; and
 - General support for the pairing of the towers but varying commentary on the height.
- **Related Commentary:**

Density

- Concern that the density, which is being pushed up by the above grade parking, has focused a lot of weight over the proposed entry;
- It feels like a lot of density although it integrates quite well in the neighbourhood;
- It is very dense due to a higher than typical podium, but a higher podium is appropriate, especially towards the CBD;
- with better treatment of Seymour and maintaining the 80 ft. separation, generally the density could be achieved;
- this whole project is about a search for balance - 9.29 FSR is still fairly dense, but the site can support it; and
- I'm somewhat uncomfortable with the density; a lot is being squeezed onto the site; it is also being challenged by not only the parking but the setback along Smithe which I think is a good move but is challenging the ability to fit everything onto the site.

Lane/Residential Entry

- The proportions of the space below the above-grade parking compromise this area as a good residential entry; a lane entry is more desirable provided the conditions are improved, otherwise the entry should be relocated to the street;
- I like the residential entry and drop-off in the lane but it needs more breathing room; it would help and get some landscaping in there as well as hardscape;
- The lane needs further development, which could be in the form of treatment of elements;
- The success of the residential entry is critical; if it doesn't work it will be deadly; it needs special paving and lighting; and
- I would prefer the residential entries to be on Smithe Street.

Massing

- I like that they are paired; like the relationship of them together;
- the floorplates seem too big;
- the paired towers are interesting and unique to the area and that is a benefit;
- I like them being different heights and in this respect would support the additional height because it's better than pairing them at the same height;
- there is no shadow and view impacts on surrounding towers;
- the towers should be the same height;
- some concern about the proximity of the two towers to each other; 75 ft. is close even with the same architect in control; I would prefer to see a pair of towers skewed to meet the standard 80 ft. separation;
- it would be more interesting if the solid part of the tower was the main expression rather than the octagonal part;
- the twisting of the living areas is interesting and addresses the need to meet the 80 ft. separation;
- No livability concerns relative to the separation of the towers but question whether they need to be so relentlessly symmetrical;
- The pairing is a welcome departure from the staggered approach;
- Question the different heights; the heights seem arbitrary;
- Spatial separation between the towers is okay, particularly by directing views on the bias;
- Support the character of the towers; the pairing is a refreshing change;
- The difference between 75 ft. and 80 ft. separation will not make or break livability, although if the 80 ft. is critical it could be achieved with smaller floorplates and increased height;
- the tower mass being relatively tight to Smithe helps with shadowing beyond;
- the twin towers are acceptable;
- if the towers were staggered there may be better amenity space of the podiums;
- whatever can be done to minimize the interface between the units on the lane would be beneficial;
- the height is pushing the limits;
- I like the scale of the podium; the height is acceptable; and
- This is an appropriate form for the area and the higher podium relates well to its context.

Above grade parking

- Very supportive of the above grade parking;
- It could be expressed more as parking - trying to disguise it as parking is probably not the best approach;

- You could probably delete the micro offices and increase the parking; this might allow more breathing room in the lane which is where it is not working very well;
- Conditional support for the above grade parking provided it is easily accessible and visually open at the upper levels to allow daylight and views through;
- Strongly support the above grade parking if it is convenient for theatre patrons and if it is a highly visible and efficient parking garage; the parking should not be “squeezed” and hidden with different uses around it;
- the design of the parking garage seems very tight and the pedestrian connection to the Orpheum could be a lot better handled;
- I agree with deleting the micro offices and doing something architectural to acknowledge that it is an above ground parking lot;
- If the City has agreed that the above grade parking is a given then it should be expressed as parking and not something different;
- The above grade parking is an interesting addition and something not seen very often in the Downtown;
- It is a viable use; it can add to the mix of uses on the site and create a much more integrated and urban kind of structure, although it is a challenge to do it effectively;
- Trying to disguise the parking is not only somewhat of a contradiction but is compromising achieving an efficient and legible arrangement and expression of the parking;
- I would like to see more studies for alternative layouts for the parking with fewer dead-ends and contortions; let it be a simple expression of a parkade - particularly on Seymour Street - and emphasize the relationship of the entry in the garage (vehicular and pedestrian);
- Consider adding another bridge link to really join the sites and achieve greater efficiencies for the parking garage across the full width of the site;
- The way the parking creates an abrupt change between the podium and the tower is somewhat awkward; the only location the towers come down to grade is on Richards Street;
- Exposed parking on Seymour must be really well designed to celebrate the use and make it as much fun as possible; and
- I would rather not see the parking exposed on Smithe and Richards Streets.

Street Uses

- I like the townhouses on Richards but they should be less residential in character (perhaps live/work) close to the urban core;
- The uses on each of the streets are handled appropriately;
- Strongly support the widening of Smithe Street - this will be a huge asset with the theatres nearby;
- Seymour Street should be further emphasized as a retail street;
- Locating the residential entries on Smithe Street is totally undesirable but they are fine on Seymour and Richards Streets;
- The setback on Smithe is terrific and a good benefit for outdoor cafes;
- Concern that Seymour Street is getting short shrift and not being treated as well as the other streets;
- The residential on Richards seems left over space; it would be better as retail; and
- Agree the townhouses on Richards are probably well suited to Yaletown but not necessarily north of Smithe.

Amenity Spaces

- The amenity spaces above grade seem like left-over spaces; and
- The amenity package is not very clearly articulated and could use some clarification.

Public Art and Sustainability

- although the project seems to be celebrating the car it would be good to include some level of sustainability, even thinking ahead to a time when perhaps people will not come downtown in their cars; and
Hope public art is included as a criterion for the bonusing.

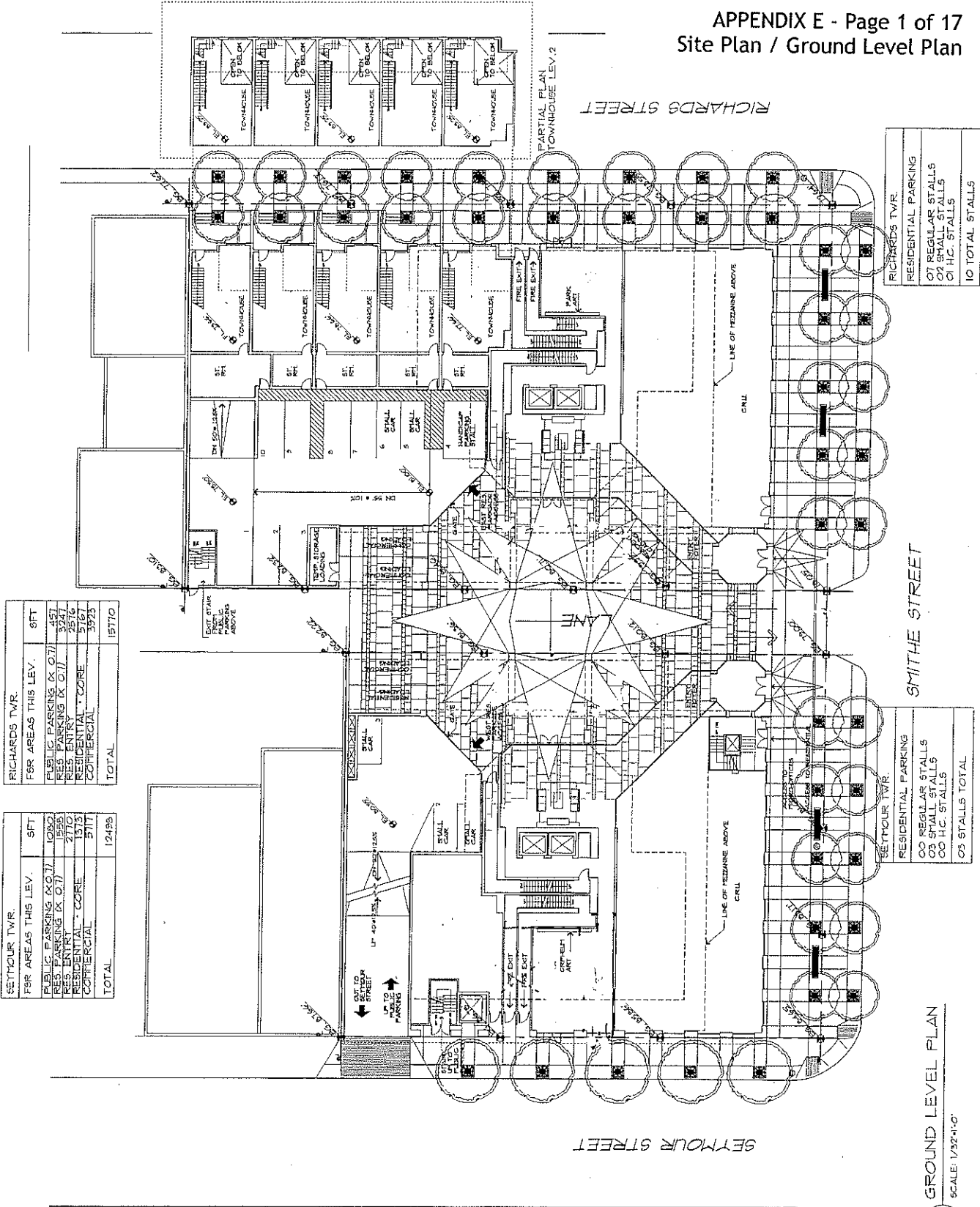
* * * *

SETHOUR TWR.	
FSR AREAS THIS LEV.	SFT
PUBLIC PARKING (X 0.7)	1092
RES. PARKING (X 0.7)	1552
RES. ENTRY	2770
RESIDENTIAL CORE	1373
COMMERCIAL	5711
TOTAL	12498

RICHARDS TWR.	
FSR AREAS THIS LEV.	SFT
PUBLIC PARKING (X 0.7)	1092
RES. PARKING (X 0.7)	1552
RES. ENTRY	2574
RESIDENTIAL CORE	5767
COMMERCIAL	3523
TOTAL	15710

SETHOUR TWR.	
RESIDENTIAL PARKING	
02 REGULAR STALLS	
03 SMALL STALLS	
04 H.C. STALLS	
05 STALLS TOTAL	

RICHARDS TWR.	
RESIDENTIAL PARKING	
02 REGULAR STALLS	
03 SMALL STALLS	
04 H.C. STALLS	
05 TOTAL STALLS	



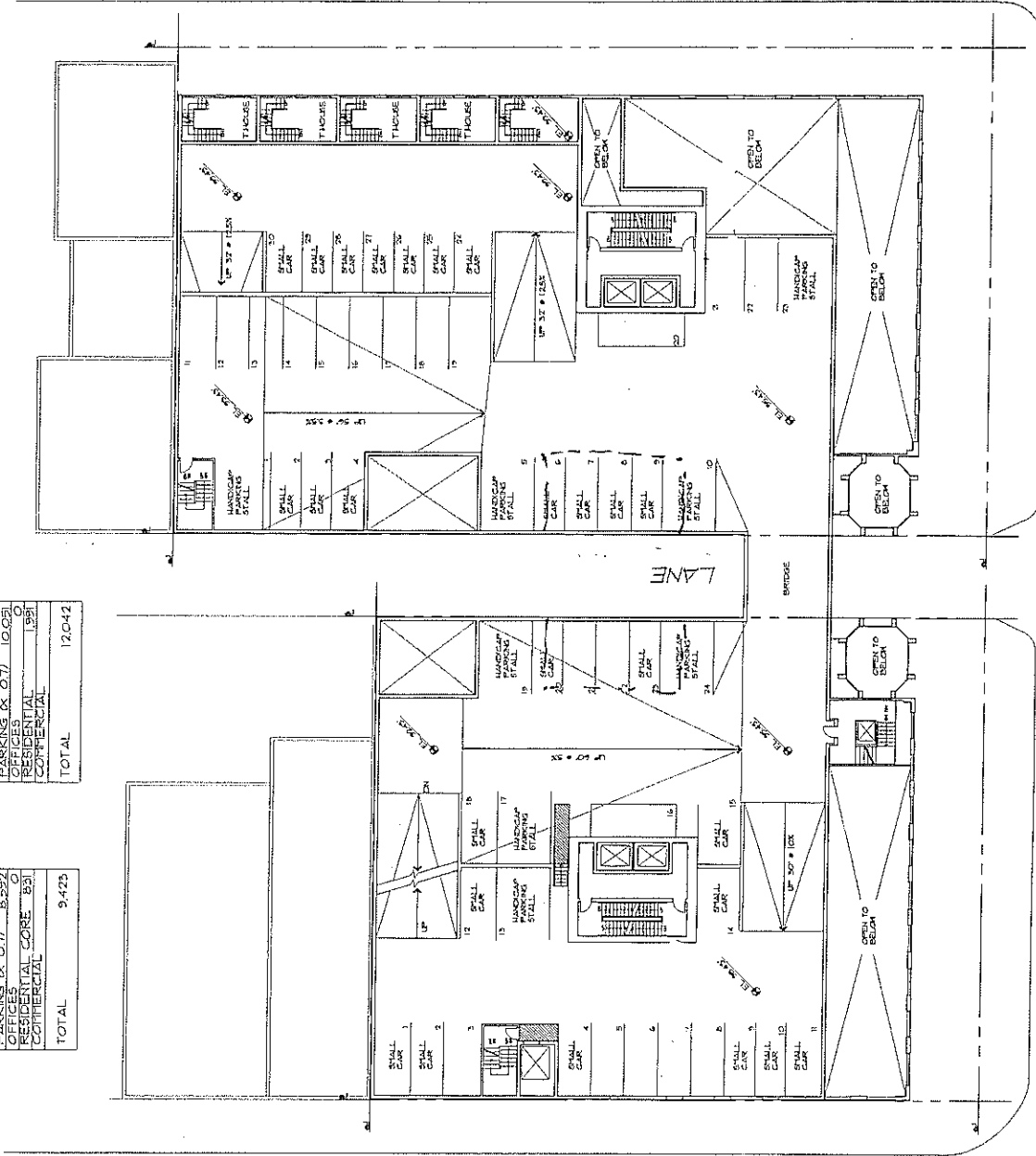
1 GROUND LEVEL PLAN
SCALE: 1/32"=1'-0"

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RICHARDS STREET

RICHARDS TWR.	
FSR AREAS	SFT
TWR 1E/AS	
PARKING (X 0.7)	5,592
OFFICES	0
RESIDENTIAL CORE	83
COMMERCIAL	199
TOTAL	12,042

SEYMOUR TWR.	
FSR AREAS	SFT
TWR 1E/AS	
PARKING (X 0.7)	5,592
OFFICES	0
RESIDENTIAL CORE	83
COMMERCIAL	199
TOTAL	9,423



RICHARDS TWR.	
PUBLIC PARKING	
12 REGULAR STALLS	
04 HC STALLS	
30 TOTAL STALLS	

SEYMOUR TWR.	
PUBLIC PARKING	
08 REGULAR STALLS	
12 SMALL STALLS	
04 HC STALLS	
24 TOTAL STALLS	

1
LEVEL 1 PLAN
SCALE: 1/32"=1'-0"

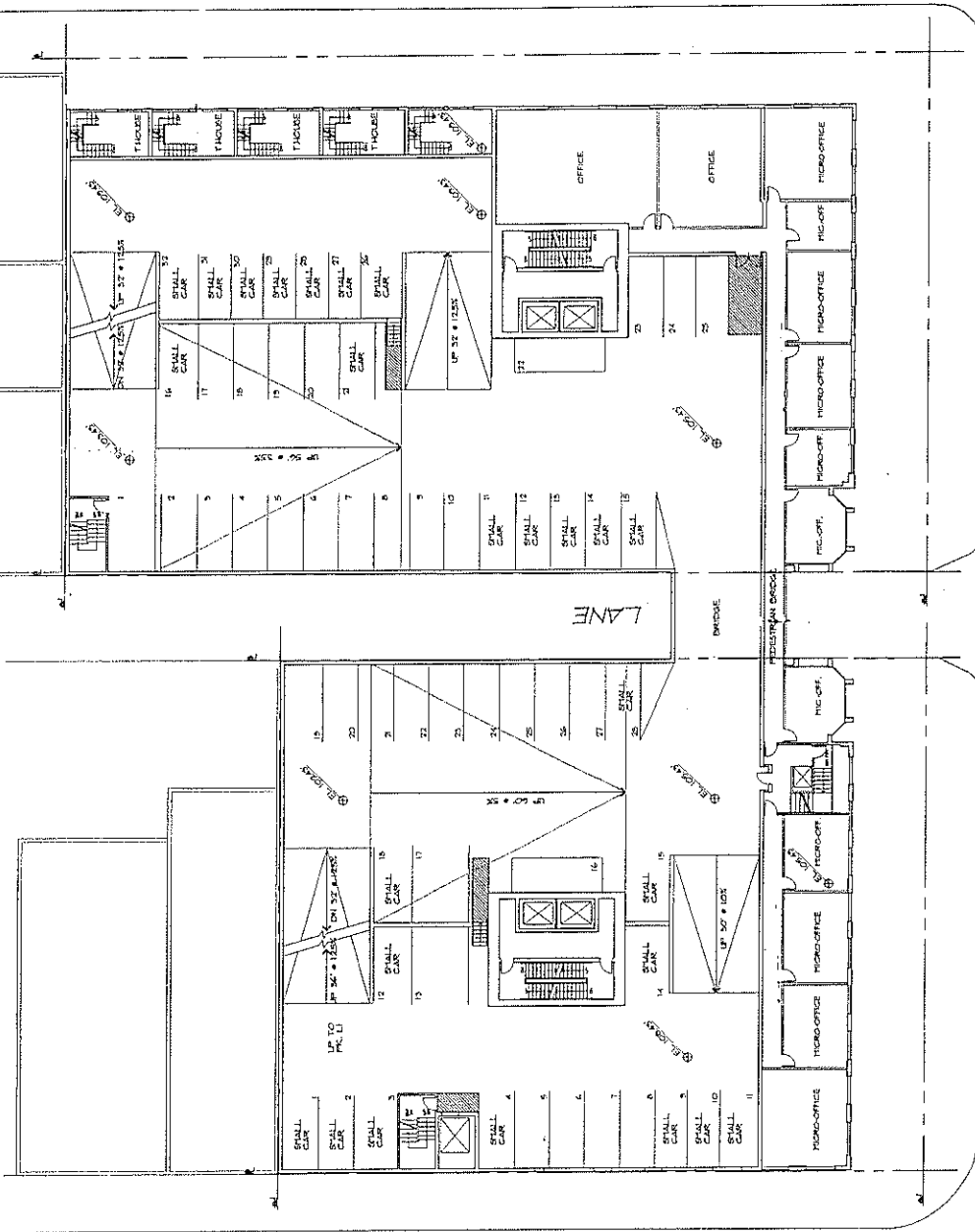
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RICHARDS STREET

RICHARDS TWR.	
PUBLIC PARKING	
16	REGULAR STALLS
14	SMALL STALLS
00	H.C. STALLS
32 TOTAL STALLS FOR L2	

RICHARDS TWR.	
FOR AREAS	SFT
PARKING (X 0.7)	9,225
OFFICES	2,162
RESIDENTIAL	1,594
COMMERCIAL	0
TOTAL	15,182

SEYMOUR TWR.	
FOR AREAS	SFT
PARKING (X 0.7)	8,943
OFFICES	2,472
RESIDENTIAL	1,594
COMMERCIAL	0
TOTAL	13,247



SEYMOUR TWR.	
PUBLIC PARKING	
16	REGULAR STALLS
12	SMALL STALLS
00	H.C. STALLS
28 STALLS TOTAL FOR L2	

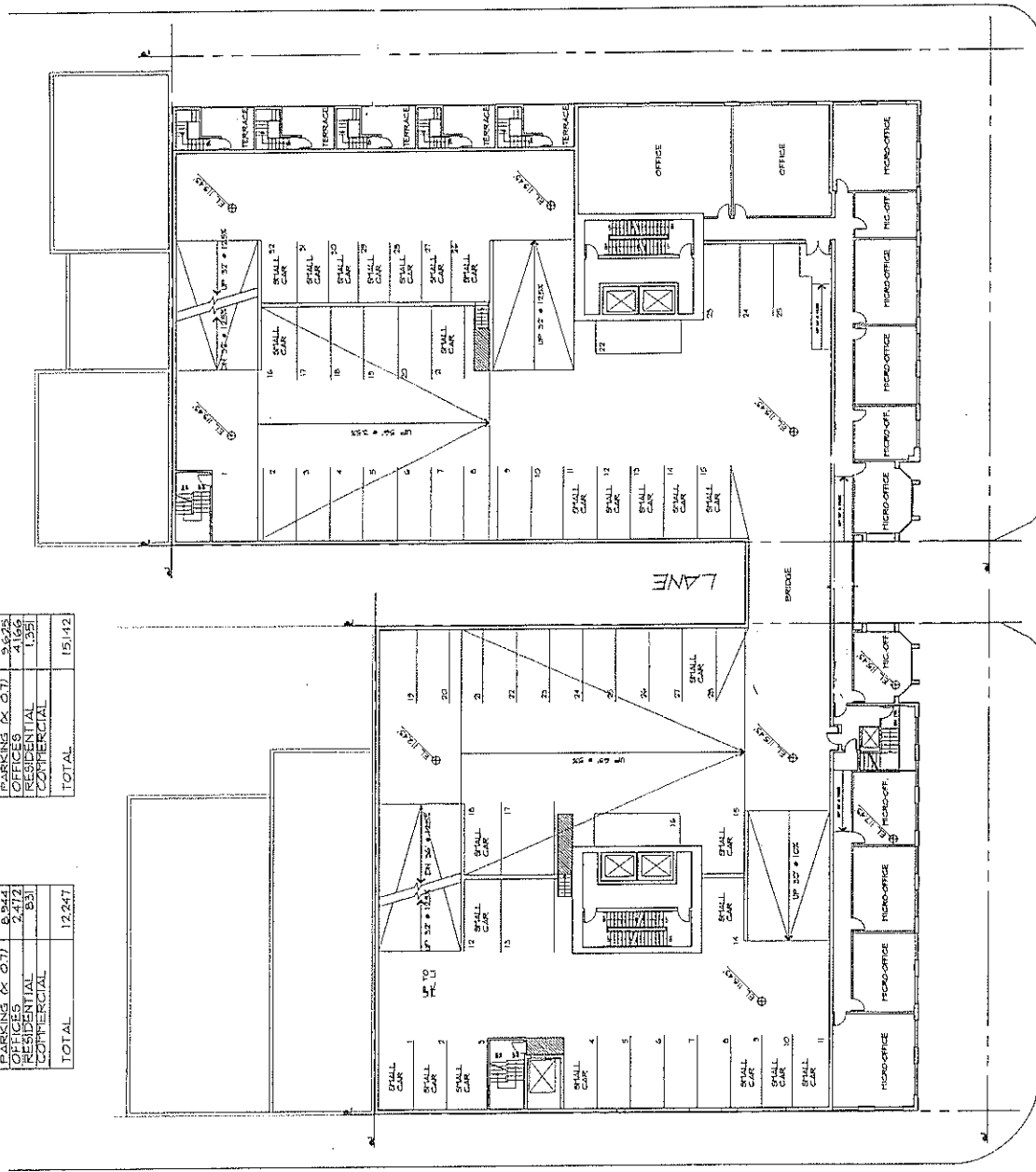
1. LEVEL 2 PLAN
SCALE: 1/32"=1'-0"

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M F R R I C K
Key Plan
Revision
Date
City
Project
Drawing
Title
Scale
Sheet

SEYMOUR TWR.		
FSR AREAS	SFT	
THIS LEV. (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z)	0,000	0,000
OFFICES	2,470	2,470
RESIDENTIAL	0	0
COMMERCIAL	0	0
TOTAL	12,247	12,247

RICHARDS TWR.		
FSR AREAS	SFT	
THIS LEV. (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z)	0,000	0,000
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RESIDENTIAL	0	0
COMMERCIAL	0	0
TOTAL	15,142	15,142



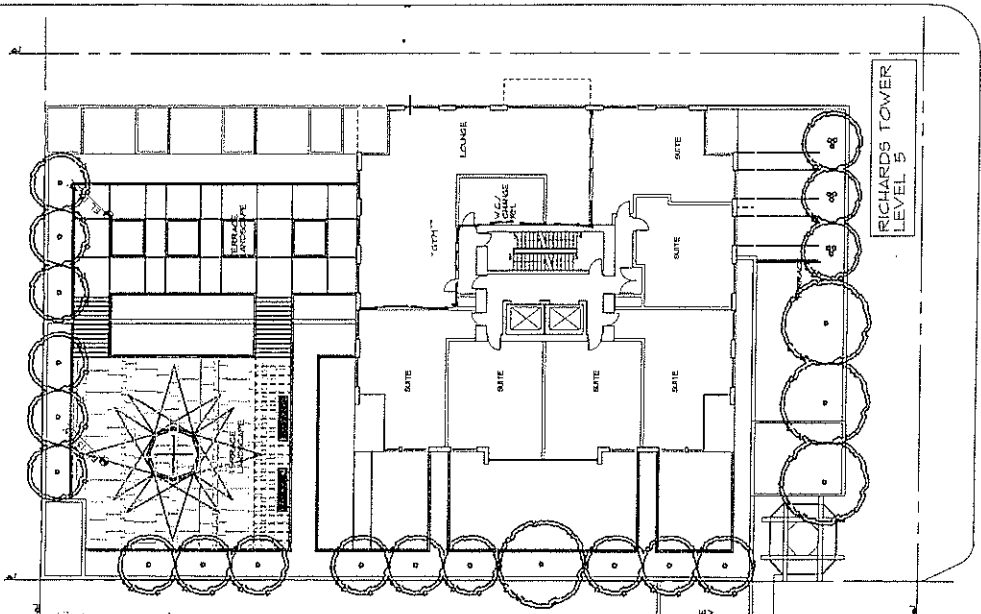
RICHARDS TWR.	
PUBLIC PARKING	
18 REGULAR STALLS	
14 SMALL STALLS	
CO HC. STALLS	
32 TOTAL STALLS FOR L3	

SEYMOUR TWR.	
PUBLIC PARKING	
16 REGULAR STALLS	
12 SMALL STALLS	
CO HC. STALLS	
28 STALLS TOTAL FOR L3	

1 LEVEL 3 PLAN
SCALE: 1/32"=1'-0"

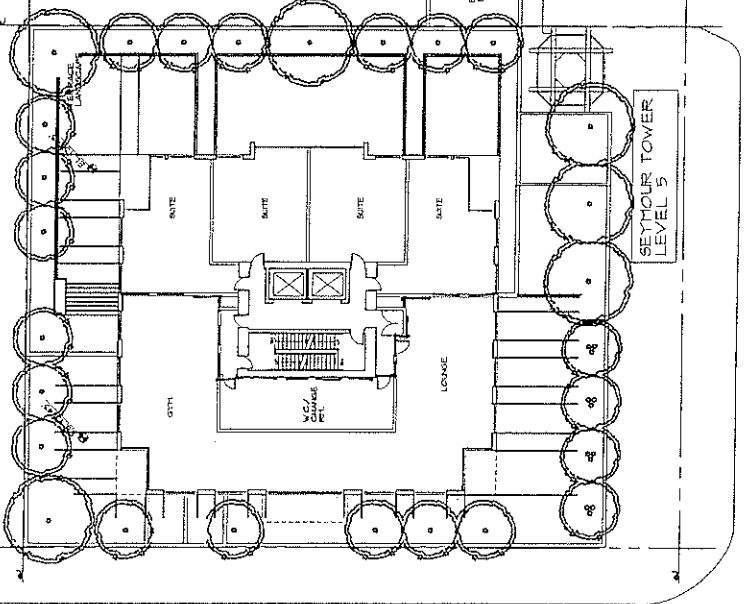
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RICHARDS STREET



RICHARDS TOWER
LEVEL 5

LANE



SEYMOUR TOWER
LEVEL 5

SMITHE STREET

SEYMOUR STREET

RICHARDS TWR.

FOR AREAS	SFT
THIS LEV.	4,345
RESIDENTIAL	1,835
AGENCY	1,835
TOTAL	4,345

SEYMOUR TWR.

FOR AREAS	SFT
THIS LEV.	3,202
RESIDENTIAL	1,835
AGENCY	1,835
TOTAL	3,202

1 LEVELS 5
SCALE: 1/32"=1'-0"

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Project

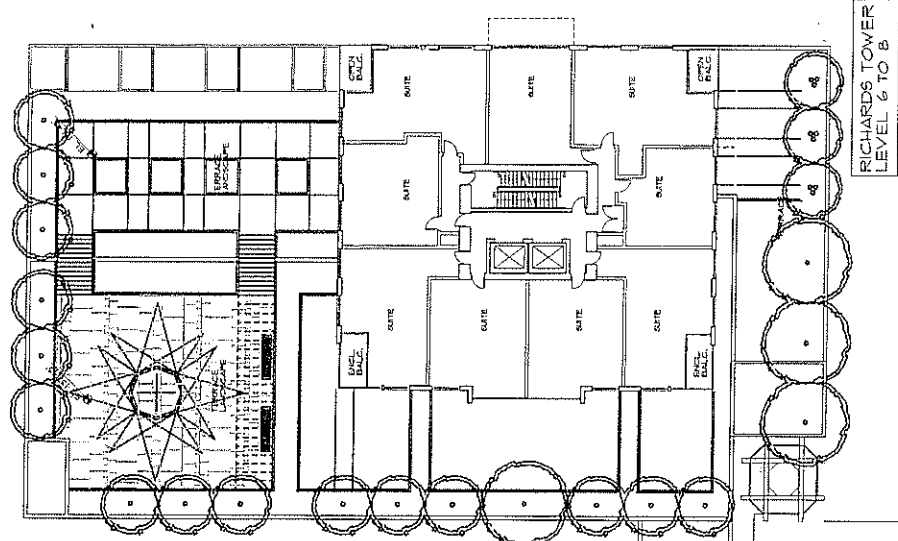
APPENDIX E - Page 8 of 17
Levels 6 to 8

RICHARDS TWR.

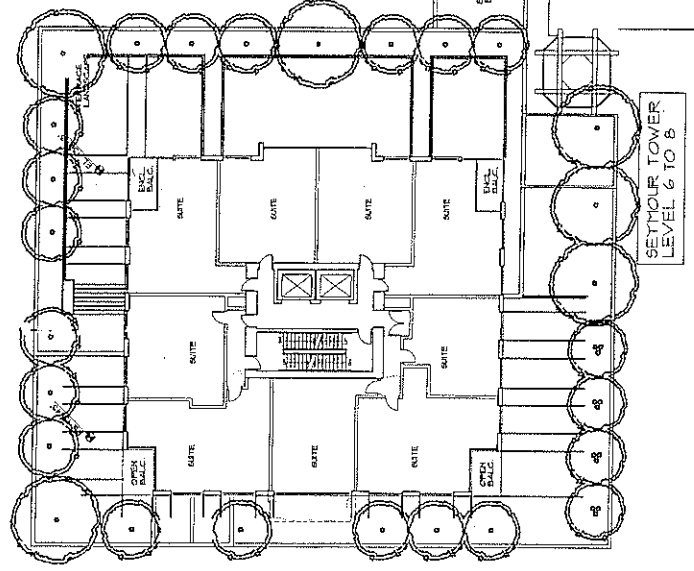
FSR AREAS THIS TWR	SFT
RESIDENTIAL	6,064
TOTAL	6,064

SEYMOUR TWR.

FSR AREAS THIS TWR	SFT
RESIDENTIAL	6,067
TOTAL	6,067



RICHARDS TOWER
LEVEL 6 TO 8



SEYMOUR TOWER
LEVEL 6 TO 8

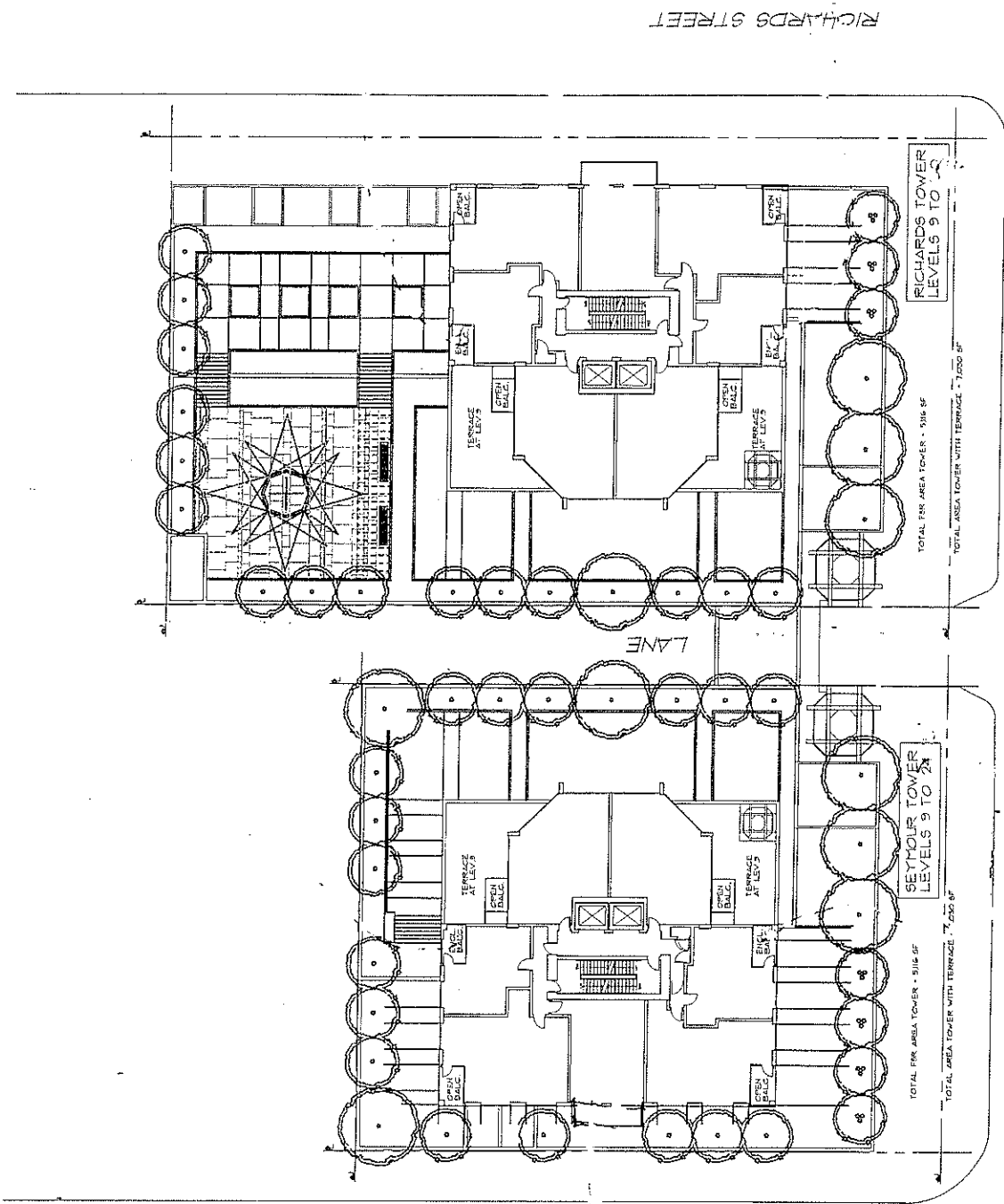
SMYTHE STREET

SEYMOUR STREET

1 LEVELS 6 - 8 PLANS
SCALE: 1/32"=1'-0"

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APPENDIX E - Page 9 of 17
Levels 9 -24 Typical Floor



SMITHE STREET

SETMOUR STREET

RICHARDS TOWER
LEVELS 9 TO 24

SETMOUR TOWER
LEVELS 9 TO 24

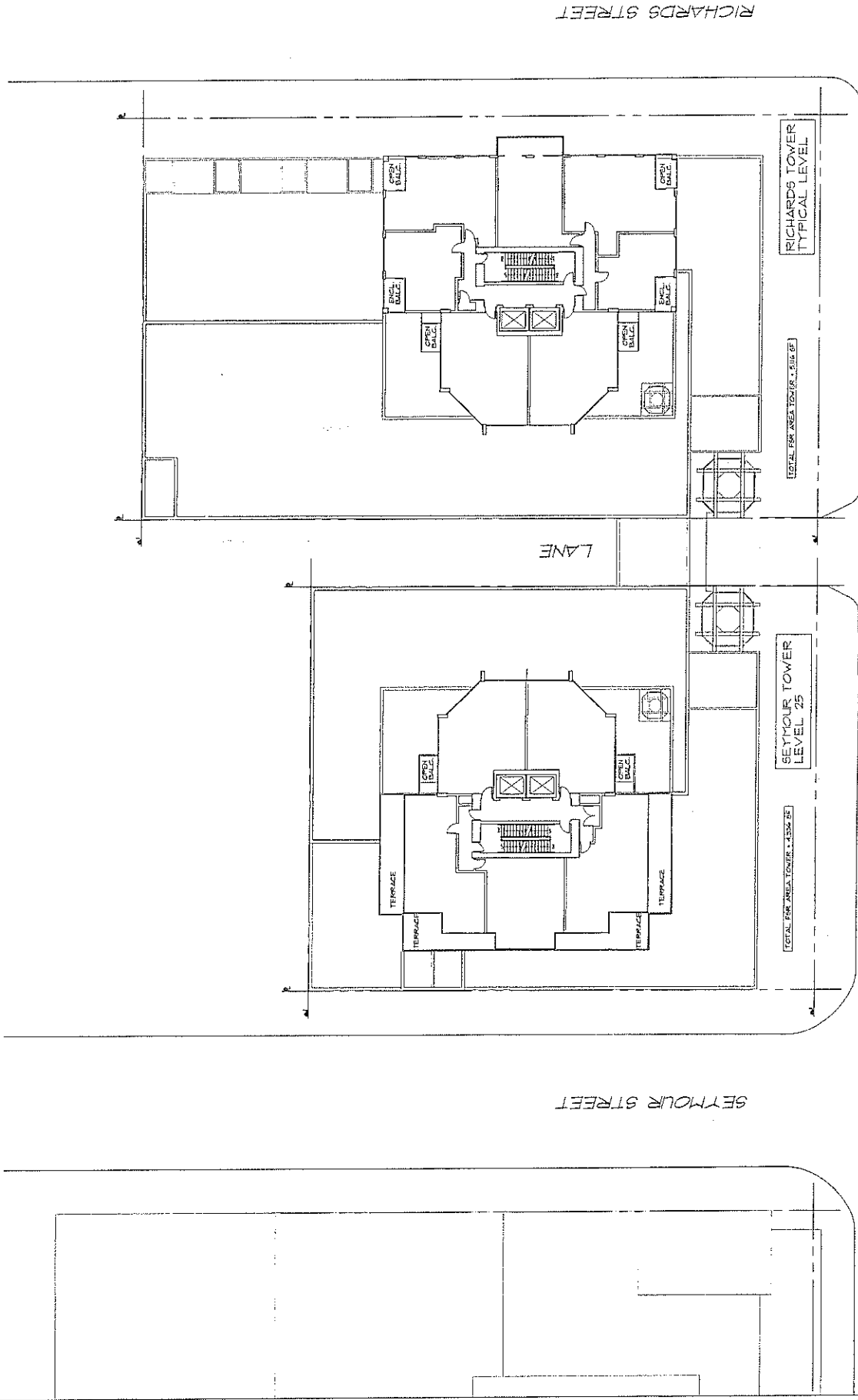
1 TYPICAL LEVEL PLANS
SCALE: 1/32"=1'-0"

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1 LEVEL 25 PLAN
SCALE: 1/32"=1'-0"

SMITHE STREET

SEYMOUR STREET

LANE

RICHARDS STREET

RICHARDS TOWER
TYPICAL LEVEL

TOTAL AREA TOWER 1,516 SQ FT

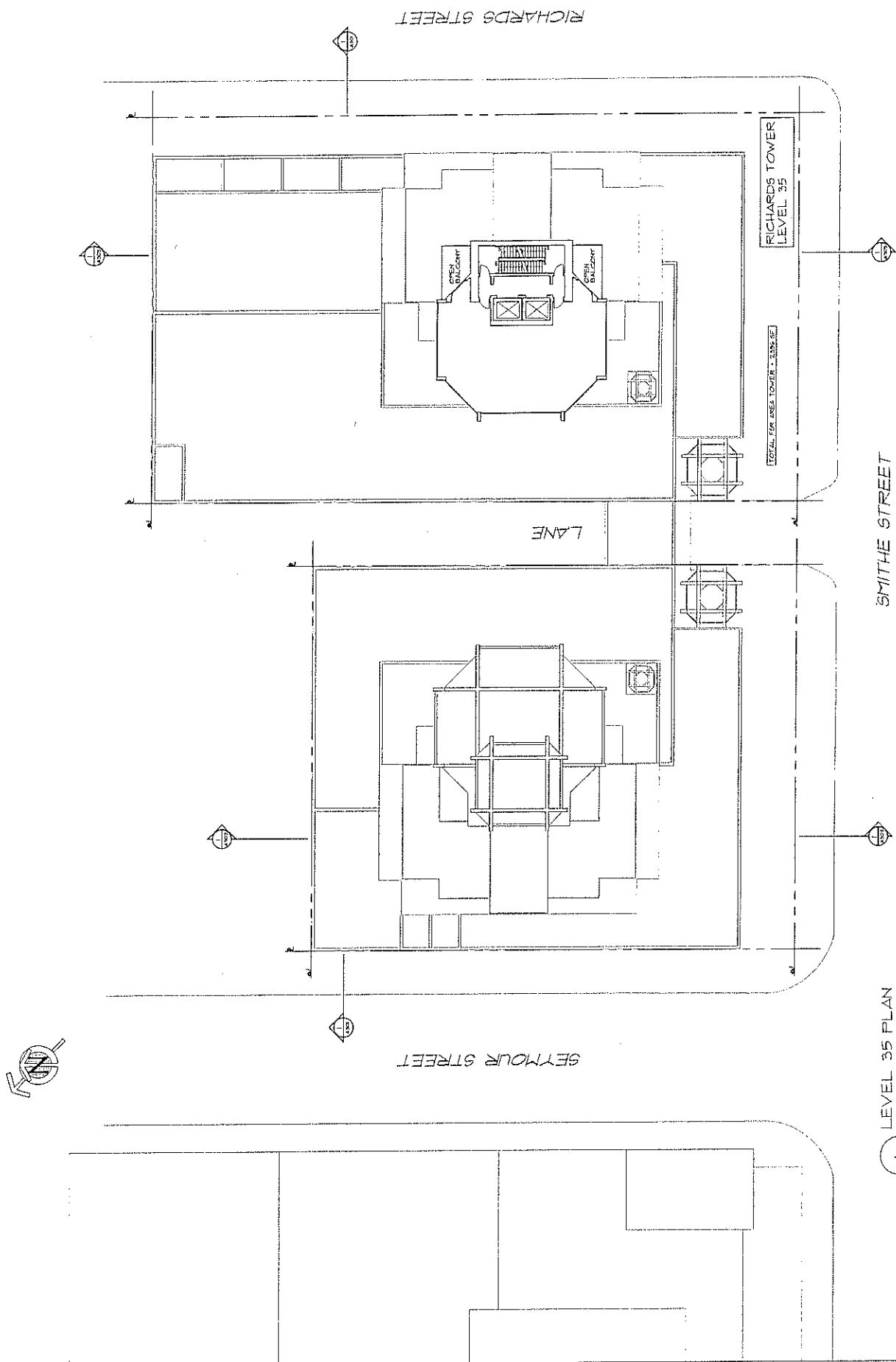
SEYMOUR TOWER
LEVEL 25

TOTAL AREA TOWER 1,435 SQ FT

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Key: 1
Rev: 02
Proj: 02
Date: 02/11/10

APPENDIX E - Page 11 of 17
Level 35



RICHARDS TOWER
LEVEL 35

TOTAL FOR AREA TOWER = 3332 SF

SMITHE STREET

RICHARDS STREET

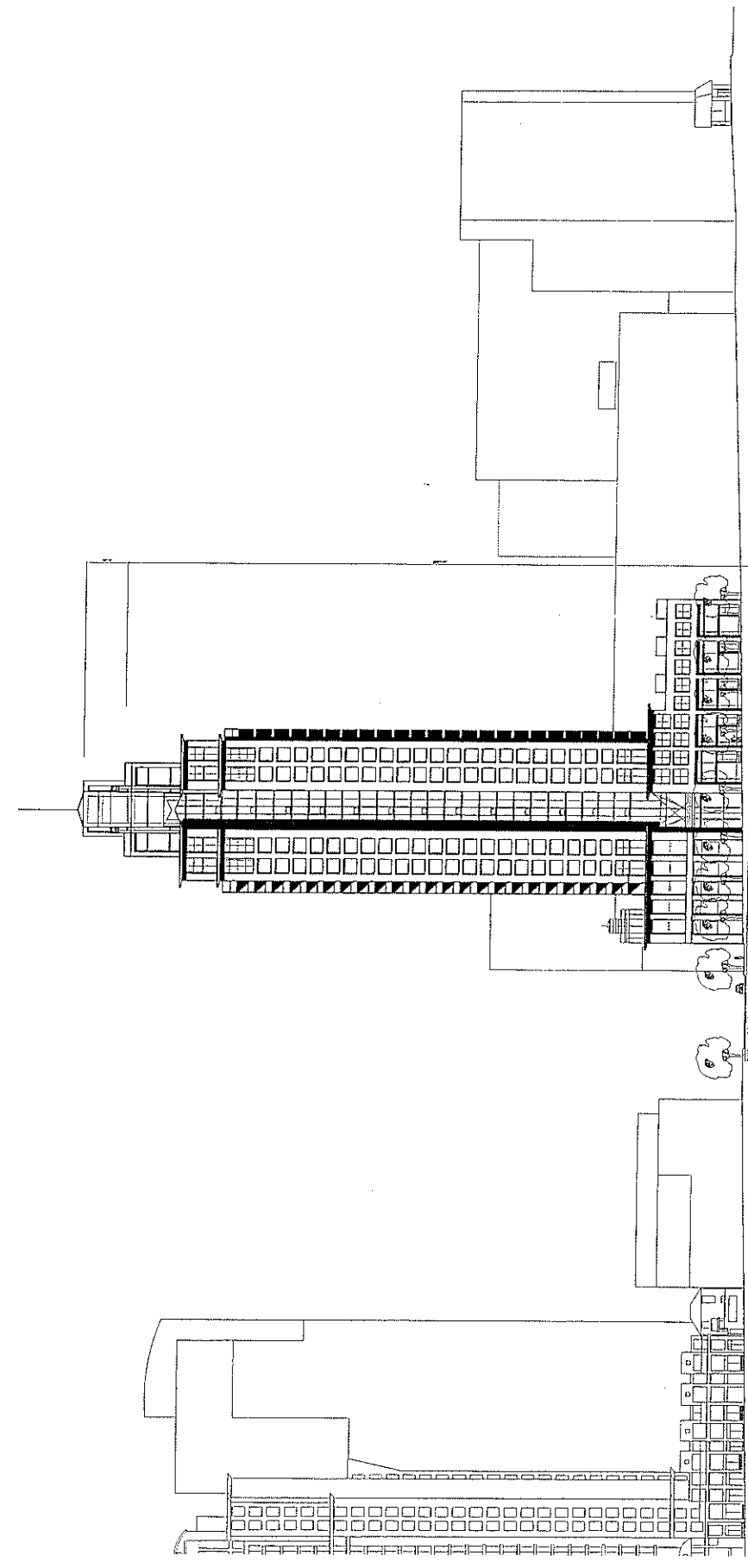
LANE

GEYMOUR STREET

1 LEVEL 35 PLAN
SCALE: 1/32"=1'-0"

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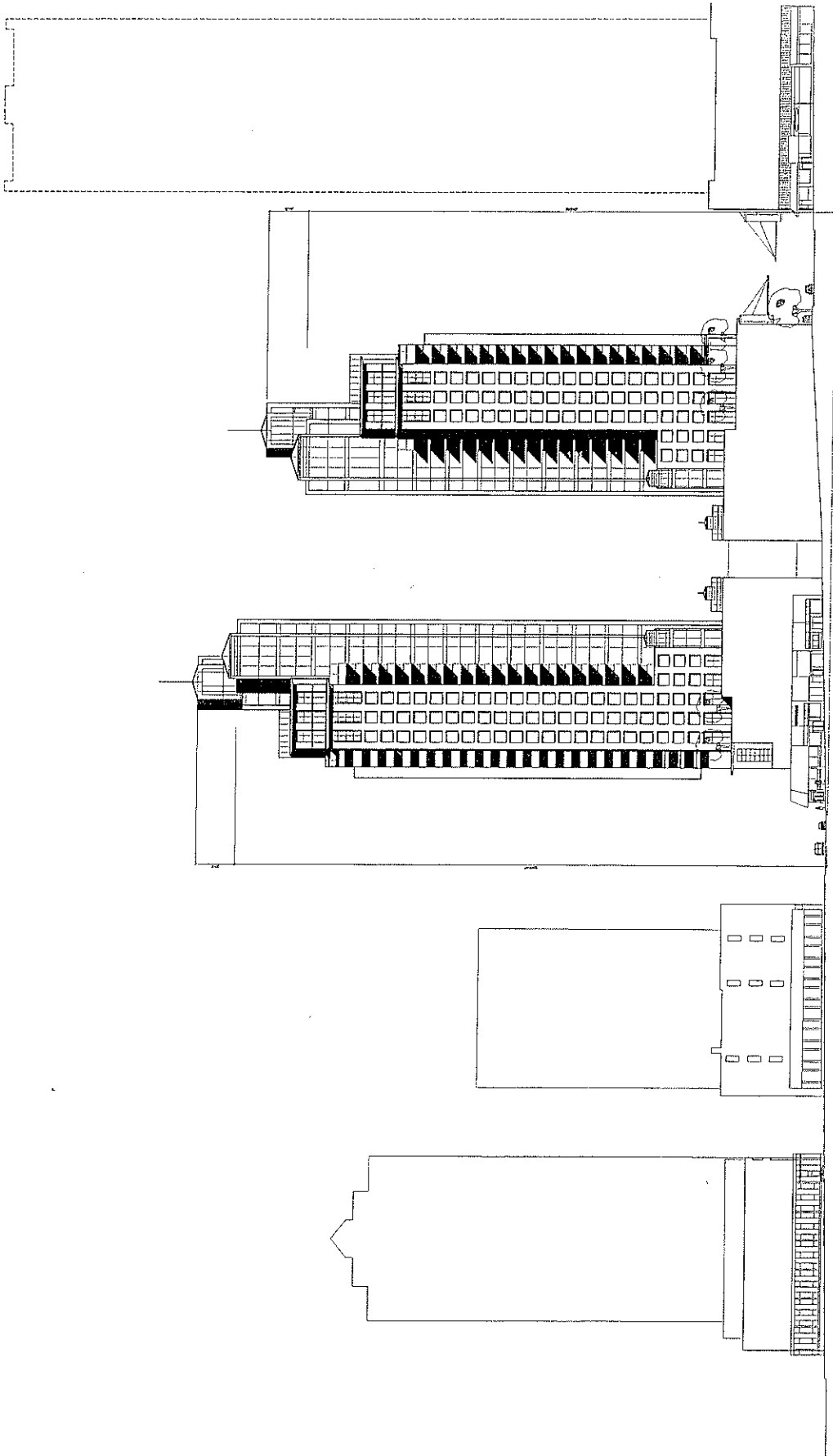
APPENDIX E - Page 13 of 17
Richards St. (east) Elevation



1 RICHARDS ST ELEVATION
1/32"=1'-0"

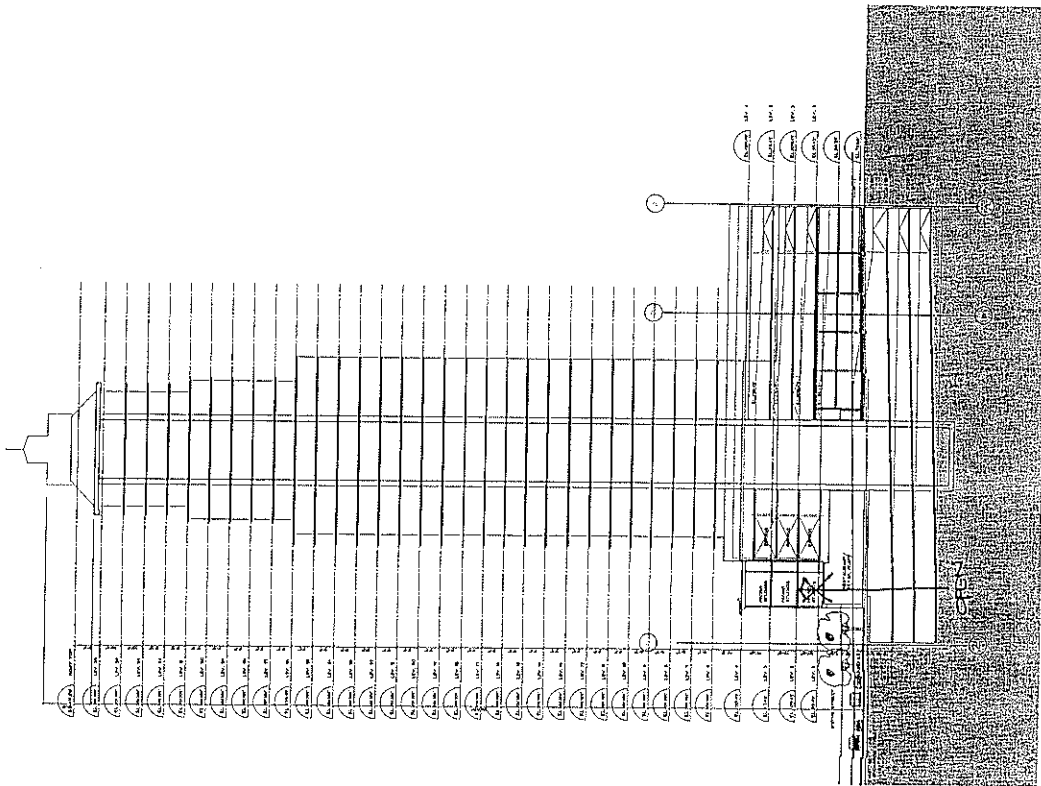
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APPENDIX E - Page 15 of 17
North Elevation

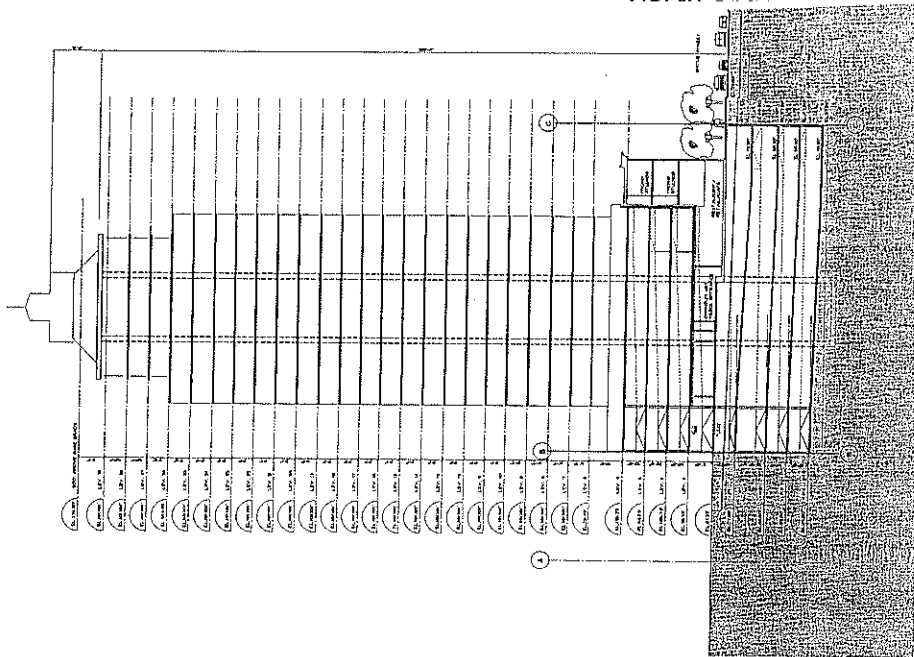


1 ROBSON STREET ELEVATION
SCALE: 1/32" = 1'-0"

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1 RICHARDS TOWER SECTION
SCALE: 1/32" = 1'-0"



2 SEYMOUR TOWER SECTION
SCALE: 1/32" = 1'-0"

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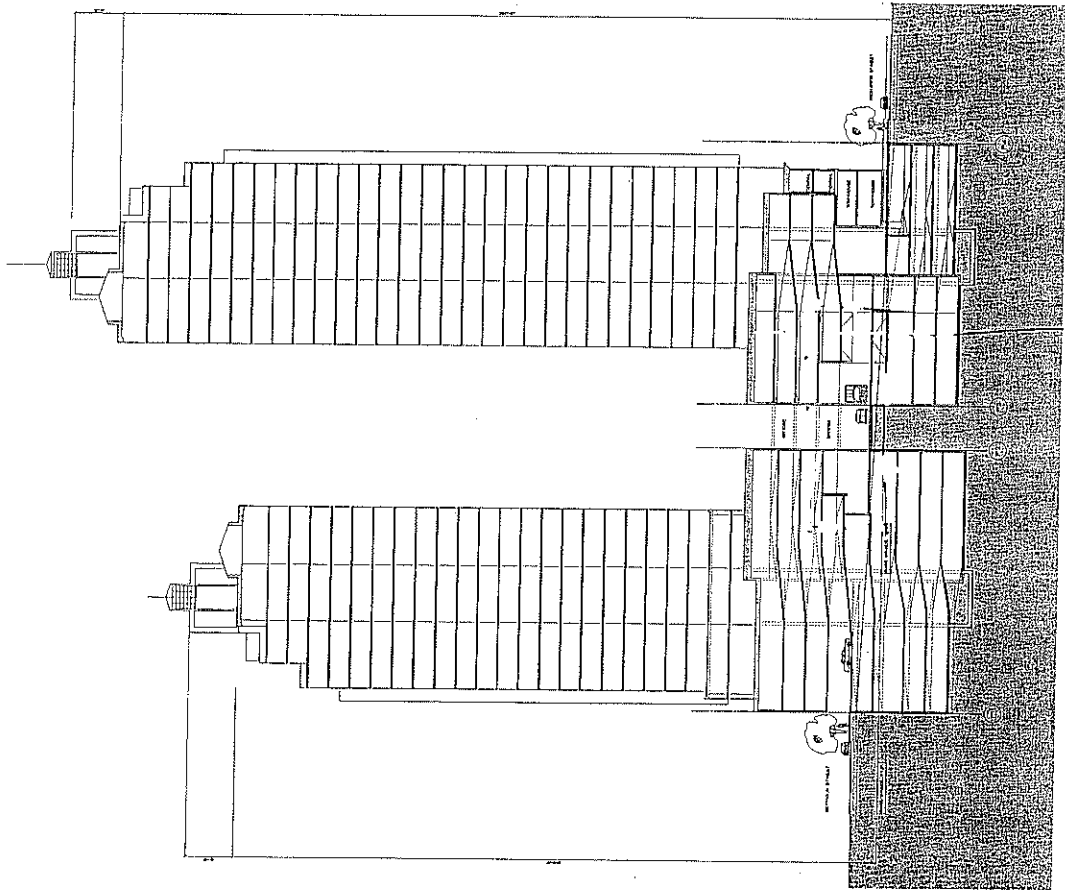
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M E R P I C K
Key:
Permit:
Date:
City:
Project:
Sheet:
Drawn:
GC:
Project:
02/03
Revised:

APPENDIX E - Page 17 of 17
 East-West (Smithe St.)
 Cross-section



1 BUILDING SECTION ALONG SMITHE STREET
 SCALE: 1/32" = 1'-0"

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M F R B I C K
 Key Plan
 Revision No.
 Title City, W
 Name
 Date
 Project
 Sheet No.

APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Street Address	872-898 Seymour Street	887-897 Richards Street	
Legal Description	Lots 13-19, Block 64, DL 541, Plan LMP 210	Lots 20-27, Block 64, DL 541, Plan LMP 210	
Applicant	Brook Development Planning Inc. (Laurie Schmidt)		
Architect	Merrick Architecture Borowski Lintott Sakamoto Fligg Ltd.		
Property Owner / Developer	Solterra Development Corp., Delta, B.C.		
Site Area	1 672.2 m ² (18,000 sq. ft.)	26 229.6 m ² (24,000 sq. ft.)	3 901.2 m ² (42,000 sq.ft.)
Width	45.72 m (150 ft.)	60.96 m (200 ft.)	
Depth	36.6 m (120 ft.)	36.6 m (120 ft.)	

Development Statistics

	Existing Zoning Provisions	Proposed	Recommended
Zoning	Downtown District (Sub-Area "C")	Comprehensive Development District (CD-1)	as proposed
Land Uses	Office, Retail, Service, Residential, Institutional and Cultural	as permitted, and including General Office Live-work	as proposed
Max. Floor Area Residential Live-Work Office/Retail Parking* Total	11 705 m ² (126,000 sq. ft.) 19 509 m ² (210,000 sq. ft.)	26 760 m ² (288,052 sq. ft.) 963 m ² (10,375 sq. ft.) 2 129 m ² (22,916 sq. ft.) 6 363 m ² (68,495 sq. ft.)* 36 216 m ² (389,834 sq. ft.)	as proposed, with minimum 7 804 m ² (84,000 sq. ft.) commercial floor area required
*as a principal use		*9 090 m ² (97,850 sq. ft.) gross floor area (each sq. ft. above-grade parking area is counted as 0.70 sq. ft., per DODP Section 3.7.	
Floor Space Ratio Commercial Residential Total	2.0 3.0 5.0	2.18 7.11 (incl. live-work) 9.29	Maximum of 9.3, with minimum 2.0 FSR in non-residential floor area
Dwelling Units	n/a	361 units (163 + 193)	n/a
Storeys	n/a	30 and 34 storeys	n/a
Maximum Building Height	91.44 m (300 ft.)	89.9 m (295 ft.) and 100.6 m (330 ft.)	82.3 m (270 ft.) and 91.4 m (300 ft.)
Parking Spaces		402 (not including 225 public parking spaces)	As per Parking By-law including reduced requirements for residential use and opportunity for co-op parking cars and spaces
Loading Spaces		5	
Bicycle Spaces		181	