



**CITY OF VANCOUVER
POLICY REPORT
URBAN STRUCTURE**

Date: April 25, 2005
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Meeting Date: May 10, 2005

TO: Vancouver City Council

FROM: Director of Current Planning in consultation with the Director of Social Planning, the Managing Director of the Cultural Services, the Director of Real Estate Services, the General Manager of Engineering Services, the Director of Financial Planning and Treasury, and the Director of Legal Services

SUBJECT: Rezoning at 826-848 West Hastings Street from DD(B) to CD-1 and Heritage Revitalization Agreements at 840 and 848 West Hastings Street

RECOMMENDATION

- A. THAT the application by Brook Development Planning on behalf of Jameson Development Corp. to rezone 826 - 848 West Hastings Street (Lots 3-6, Block 21, DL 541, Plan 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) plans prepared by Foster and Partners Architects received October 12, 2004, represented in Appendix F; and
 - (iii) the recommendation of the Director of Current Planning to approve the application, subject to approval of conditions contained in Appendix B;

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 E (assigned 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 the enactment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

- D. THAT the Director of Legal Services be instructed to prepare the necessary Heritage By-laws for consideration at the public hearing, to:

- i) designate as municipally-protected heritage property under Schedule "A" of the Heritage By-law the Ceperley Rounsfell Building (formerly Mineral Museum) and its interior, an "A" listed Vancouver Heritage Register building at 848 West Hastings Street; and
- ii) designate as municipally-protected heritage property under Schedule "B" of the Heritage By-law the façade of the Chamber of Mines Building a "B" listed Vancouver Heritage Register building at 840 West Hastings Street.

- E. THAT the Director of Legal Services be instructed to prepare for consideration at the public hearing two Heritage Revitalization Agreements and their authorizing by-laws, one for the "A" listed Ceperely Rounsefell Building at 848 West Hastings Street and one for the façade of the "B" listed Chamber of Mines Building at 840 West Hastings Street, subject to conditions contained in Appendix B to secure the rehabilitation, protection and on-going maintenance of the "A" listed building at 848 West Hastings Street and the façade of the "B" listed building at 840 West Hastings;

FURTHER THAT, the Director of Legal Services be instructed to prepare side agreements for the timely restoration of both buildings and their protection during the construction process.

- F. THAT Recommendations A to E be adopted on the following conditions:

- i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; 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 recommendations A to F.

COUNCIL POLICY

- Central Area Plan, and Central Business District Policies
- Downtown Official Development Plan (DODP)
- Character Area Descriptions: Existing Character Area "A - Financial District"
- Financing Growth (Community Amenity Contributions)
- Downtown (except Downtown South) Design Guidelines
- Heritage Policies and Guidelines
- Transfer of Density Policy and Procedure
- Vancouver Heritage Register
- View Protection Guidelines

PURPOSE AND SUMMARY

This report presents the staff assessment of an application to rezone the site at 826-848 West Hastings Street from DD (Downtown District) to CD-1 (Comprehensive Development District). Rezoning is requested to permit residential use in a non-residential commercial district, to increase maximum density from floor space ratio (FSR) 7.0 to 23.03, and to increase maximum building height from 91.4 m (300 ft.) to 114.6 m (376 ft.).

The purpose of the requested rezoning is to redevelop the site as follows:

- restore and designate the "A" listed Ceperely Rounsfell Building (former Mineral Museum) at 848 West Hastings Street, including its double-height interior and skylight, and to restore and designate the facade of the "B" listed Chamber of Mines building at 840 West Hastings Street with recollection of the building interior to a depth of approximately 26.2 m (86 ft.). Total floor area in the heritage buildings is 609.9 m² (6,566 sq. ft.);
- develop a 37-storey mixed-use tower containing: 11 floors of commercial floor area including retail at grade [8 045 m² (86,598 sq. ft.) and FSR 6.95], and 26 floors of residential floor area above and providing 155 dwelling units [18 628.4 m² (200,517 sq. ft.) and FSR 16.08]. The total floor area proposed is 26 673 m² (287,115 sq. ft.) on this 1 158.3 m² (12,468 sq. ft.) site, for a total FSR of 23.03. This is an increase of 18 565 m² (199,839 sq. ft.), and slightly more than three times the maximum FSR in this DD sub-area; (see photo of 3-D model, Appendix F, page 1)
- achieve a building height of 114.6 m (376 ft.) in an area where the maximum is 91.4 m (300 ft.). The proposed height corresponds to a view corridor height limit on the site.
- achieve a high level of sustainable development. Applicant is aiming for LEED Gold, which will be an exemplary achievement in light of limited experience to date in pursuing sustainable development in residential and highrise structures.

While the DODP does not permit residential use in the CBD area (DOPD sub-areas 'A' and 'B'), Downtown District rezoning policy allows for consideration of residential use when there is designation and conservation of on-site heritage resources, as proposed here. The density increase which is proposed includes bonuses for both on-site heritage retention and for the transfer of heritage density from a donor site in Chinatown.

Staff have assessed the application and are generally supportive of the proposed land use change and building height, in spite of some concerns about urban design fit and residential livability in this high-density downtown commercial environment.

In response to the City's Financing Growth Policy, the applicant offers a community amenity contribution comprised of heritage retention and restoration, including a transfer of heritage density from a donor site in Chinatown, and a contribution to the City's social and cultural objectives.

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 conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in plans received October 12, 2004 and generally included here as Appendix F.

BACKGROUND

Site: The site, located on the south side of Hastings Street, between Hornby and Howe Streets, consists of three mid-block properties having a combined frontage of 31.6 m (104 ft.) and a depth of 36.5 m (120 ft.) with a total site area of approximately 1 158.3 m² (12,468 sq. ft.). (See map diagram in Figure 1 on next page)

The site is developed with three buildings:

- the two-storey Heritage "A" Ceperly Rounsfell building at 848 West Hastings Street;
- the two-storey Heritage "B" Chamber of Mines (or Royal Financial Building) building at 840 West Hastings Street; and
- the three-storey Jolly Taxpayer Pub, with hotel use above at 826 West Hastings Street.

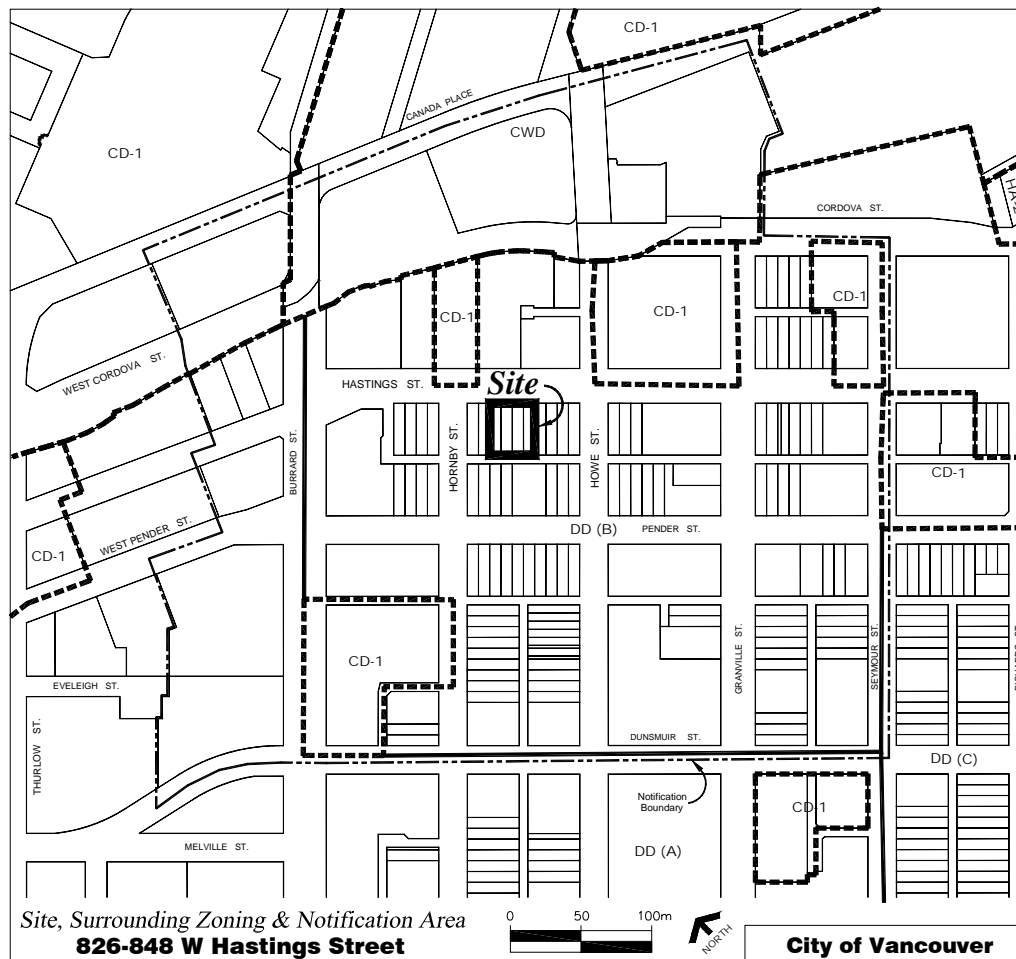
Context: A lane forms the south boundary of the property. The designated "A" heritage, 10-storey Credit Foncier Building abuts the site on its west side and a 10-storey office tower abuts the site on its east side.

Directly across Hastings Street is the 33-storey Terminal City Club (TCC) with hotel, office, club and residential uses. West of TCC is Hornby Plaza (zoned CD-1 on Figure 1), a public open space on the former Hornby Street right-of-way and above a City parking garage. West of the Hornby Plaza is the Vancouver Club building. To the east of TCC is the 10-storey London Life office building.

The existing built form context is highly varied and ranges from older 2- and 3-storey commercial buildings to newer high rise towers such as the 33-storey Terminal City Club. The prevailing building height is about 10-12-storeys. In addition to the four heritage buildings within the block, there are five other heritage buildings within a one-block area which give the overall context a strong heritage character.

The existing use pattern in the immediate area is almost entirely retail and office commercial with the exception of the upper 14-storeys of the Terminal City Club which are residential. In the broader area surrounding the site, several mixed-used buildings which include residential uses, have been developed or are now under construction: The Hudson (600 Granville), Shaw Tower (1067 Cordova St.), Pinnacle (1111 West Hastings St.), Conference Plaza (515 West Pender St.). Residential use was recently approved at Public Hearing for mixed-use development at 299 Burrard.

Figure 1. Site and Surrounding Zoning



Hornby Plaza: To the north-west of the site at the foot of Hornby Street (and zoned CD-1) is a plaza located above a City-owned parking garage. The plaza functions first as a green link extension of the Hornby Street corridor with significant pedestrian circulation to and from the waterfront, and second as a public open space used primarily by office workers during daylight hours, particularly at lunch time.

A centerpiece of the plaza is a large and complex public art assembly called 'Working Landscape'. Installed in 1998, it was the result of a national competition, judged by a distinguished selection panel and funded largely by private means. Office of Cultural Affairs staff advise that the installation is incomplete and currently needs funds for completion of the installation and repairs.

DISCUSSION

1. **Land Uses:** Staff support the proposed land uses which include, in order of magnitude, residential, office, and retail. Except for the residential use, the proposed uses are permitted in this sub-area and are consistent with the adjacent land uses and zoning.

Regarding residential land use in the CBD, in February 1997, Council approved a number of amendments to the Central Area Plan to reshape the downtown peninsula's major office zoning district into a compact, high-amenity central business district (CBD), centred on transit. The specific amendments which were approved seek to achieve the following:

- ensure that an inventory of office zoned land in the entire CBD is sufficient to meet an ongoing projected 20-year new commercial (including hotel) space demand;
- ensure that residential rezonings are generally not considered in the core CBD;
- enable consideration of residential rezoning in the CBD if it facilitates heritage retention or provides a business support function; and
- recognize that residential rezonings in the CBD should be for adult-oriented housing, and should be considered only where the character of the precinct is conducive to residential liveability and the proposed housing is compatible with adjacent land uses.

This application proposes to develop the site's existing commercial potential (7.0 FSR) in office floor area and some retail floor area at grade. In so doing it satisfies the policy to maintain CBD commercial capacity. The residential floor space would be over and above the current commercial development allowed by existing zoning. The dwelling units would be for adult-oriented housing.

In a letter dated March 4, 2005, the DV BIA (Downtown Vancouver Business Improvement Association) expressed support for the application, welcoming the much needed increase of commercial floor space in the region's major employment centre. The DV BIA also supports more residents in this part of downtown to enhance its livability and enlarge the customer base for nearby businesses. Letters of support have also been received from the Urban Development Committee of the Downtown Vancouver Association, the Hastings Waterfront Business Association, and the Terminal City Club.

Staff conclude that the character of the precinct and the site's proximity to Coal Harbour are conducive to residential liveability, and residential use in this mixed-use tower will be compatible with adjacent land uses. Given that the site's commercial potential will be realized, staff support the proposed residential use.

2. **Heritage Conservation:** There are two heritage buildings on the site: The BC and Yukon Chamber of Mines Building at 840 West Hastings Street listed as a "B" on the Vancouver Heritage Register (VHR) and the Ceperley Rounsfell Building at 848 W Hastings Street, listed as an "A" on the VHR. Neither building is currently designated. On balance, the preservation of both buildings will preserve a significant historic streetscape on West Hastings Street, while allowing the site to develop to its fullest potential.

840 West Hastings Street: The BC and Yukon Chamber of Mines building was constructed in 1927 for the Royal Financial Company. In 1938 A.E. Jukes president of the Chamber of Mines bought the building and the site has been occupied on and off by the Chamber of Mines ever since. The building reflects an eclectic style of commercial architecture, with Roman and

Medieval Revival influences. The symmetrical facade is constructed of terra-cotta tiles with many notable decorative details. The high ceiling of the front hall was crafted using wood paneled walls with a beamed ceiling and a glassed mezzanine. The architecture creates a strong sense of tradition, formality and permanence, eagerly desired by financial institutions of the day. For these reasons, the building was rated "B" on the Vancouver Heritage Register. The historic value of the site lies within its somewhat unique style of architecture and as an example of the early development and occupation of Hastings Street and its environs by institutional uses promoting the development of Vancouver and BC. (See Heritage Value Assessment in Appendix C)

The conservation approach will include retention and repair of the historic façade and recollection of the interior double-height volume to a depth of approximately 26.2 m (86 ft.).

848 West Hastings Street: The Ceperley Rounsfell Building was constructed in 1921 for H.T. Ceperley and F.W. Rounsfell, business partners in a real estate and insurance company founded in 1886. The original owners were part of the emerging business center in this area which generated many notable buildings including the adjacent Credit Foncier, the Vancouver Club and the Marine building to name just a few. Of further significance is H.T. Ceperley's encouragement of Van Horne from the CPR, to buy the land west of the downtown core and develop the site as Stanley Park. A plaque commemorating his contribution is located in Ceperley Park, a children's playground within Stanley Park.

The Ceperley Rounsfell building exhibits a rare example of Regency Georgian Revival architecture in Vancouver. Constructed of red brick and cast stone, the façade is skilfully crafted with a Palladian window on the second floor, brick and stone quoining and a cast stone balustrade. Many notable decorative features are used throughout, and carry through to the double height interior volume complete with a central skylight. The building was evaluated as meriting an "A" on the Vancouver Heritage Register. The historic value of the site lies within its excellent example of Gregorian Revival architecture along with the cultural significance of the original owners. (See Heritage Value Assessment in Appendix C)

The conservation approach for this site will include retention and repair of the complete building, including the restoration of the interior volume and details, and the skylight.

The heritage conservation proposal in this rezoning application was unanimously supported by the Vancouver Heritage Advisory Commission on November 24, 2004, but with a request that the applicant consider making the mezzanine levels wheelchair accessible. (See minutes in Appendix D) (also see approval condition (b)(v) in Appendix B)

Staff have determined that \$7.934 million is appropriate compensation for designation and conservation of the heritage buildings. Staff have strictly applied the methodology described in Council's Heritage Policies and Guidelines. Referred to as Residual Land Value comparison, that methodology compares the value of a site encumbered and constrained by the heritage building to its value when vacant. This financial analysis effectively captures all economic hardships related to heritage preservation projects compared to new construction. These can include: inferior layouts, reduced marketability of heritage space, reduced development capacity, and increased construction costs.

3. Form of Development: Given the site constraints and surrounding context, the principal question is how well the proposed form of development accommodates the

requested increase in density and additional tower height with appropriate urban design fit and neighbourliness. (Detailed urban design analysis of the proposed form of development and tower height is included in Appendix D.)

There are many exemplary aspects to the proposal: rehabilitation and designation of two heritage buildings, new development which respects on-site heritage buildings, realization of substantial on-site commercial capacity, a very high standard of architectural design and high quality materials and detailing, and a very high standard of sustainability. Staff also note that the application presented a very high quality design submission and analysis.

Of special note, in what appears to be a unique collaboration not previously seen in Vancouver, the architects and engineers on the applicant team have developed a building form, massing, and design elements which from the inception of design work closely considered the energy implications of sun, wind, climate, and the proposed land uses in the building.

The proposal does challenge the normal urban design and development criteria used by the City in evaluating development proposals. In particular, the introduction of high-density residential use on this mid-block site will constrain somewhat the redevelopment potential of adjacent sites for commercial uses (retail, office and hotel). But it will not reduce their existing commercial potential of 7.0 FSR, and it will not affect the opportunity for heritage conservation on the other heritage buildings on this block. The development will also reduce sunlight access to Hornby Plaza, but only at the spring/fall equinox, during the middle of the day, although the Terminal City Club building already accounts for most of the shadowing on the plaza, and the tower would have no greater impact than a building of 25.6 m (84 ft.).

Staff concluded that the proposed form of development achieves urban design fit and neighbourliness on a constrained site and in a difficult context, subject to further design development at DE stage. (See approval conditions in (b) in Appendix B) The Urban Design Panel supported the application on November 24, 2004 (8-1). (See Urban Design Panel minutes in Appendix E)

4. Density: Staff support the proposed density increase, from 7.0 FSR to 23.03 FSR. The challenge is whether the increase in density of just over 3 times the existing FSR can be accommodated on this site in a neighbourly manner. As discussed immediately above, staff analysis concluded that the proposed form of development, despite a constrained site, accommodates the density increase.

5. Pedestrian and Vehicular Circulation, Parking and Loading: Staff support the parking and loading provisions which generally do not depart from Parking By-law requirements, but further clarification is needed regarding bicycle parking provisions.

203 parking spaces are proposed in eight levels below grade. The applicant has requested that co-operative parking spaces and vehicles be considered for commercial land uses, not just residential, and that a higher proportion of co-op spaces be considered than staff have recommended to date. This and other parking relaxation opportunities will be further explored at the development application stage.

This project will likely have the deepest below-grade parking structure in Vancouver to date and will be a serious challenge to construct. In view of this, but also in the circumstance of

considerable development on a small site in a high-density downtown location, provision of a construction management plan will be required prior to the issuance of any building permit to construct this development. (See approval condition (c)(v)(e) in Appendix B)

The 6 m (20 ft.) commercial lane servicing this block has major above grade utilities, including four large utility 'H' poles supporting several electrical transformers. These limit vehicular movement and will be unsightly for residential development. Vehicular movement is also limited by several dumpsters due to the several older buildings developed without rear yards and thus without loading spaces or areas to contain garbage and recycling containers. And the lane surface is in very poor condition. Staff believe that the proposed development, while increasing the amount of lane traffic, will reduce demands on the lane by wholly internalizing its loading and garbage functions.

In the context of the Community Climate Change Action Plan, approved on March 29th this year, staff have explored the opportunity for a 'bike station' or 'bikade' as part of this development, i.e., an enhanced bicycle facility for cycling end-of-trip and bike parking. It was determined that while the location might be an appropriate downtown host site for a major cycling hub, the small site and the constraints of heritage conservation severely limit the opportunities at grade and below grade for such an undertaking. (See (c)(vii) in Appendix B)

Engineering Services supports this application, and recommends a reduced residential parking standard as has been approved for other recent downtown rezonings, based on a parking survey completed two years ago. A further parking relaxation is recommended whereby co-operative vehicles and associated parking spaces might be substituted for required parking spaces (at a 1:3 ratio, up to 1 co-operative vehicle for each 60 dwelling units).

6. **Servicing:** Engineering Services also advises that upgrading of the water system will be necessary to meet the demands of this development (at a potential cost of \$125,000). It is also advised that upgrading of the sewer (storm and sanitary) system could also be necessary (cost still to be determined).

7. **Sustainability:** The City does not yet have comprehensive requirements in regulations or policy regarding sustainable or 'green building' development in rezonings. Currently an interim baseline green building strategy has been developed, but has not received final 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).

Sustainability is a core concept of the proposed development, and sustainability principles were established at the inception of development planning and design work. As noted earlier, from the inception of design work on the building form, massing, and design elements, the energy implications of sun, wind, climate and the proposed land uses in the building were closely considered. As a result, it appears that the proposal currently meets a high level of LEED Silver, and the applicant aims to achieve LEED Gold. Key features include for example: demand balance of energy by proposing mixed use, an on-site co-generation plant, solar control and natural ventilation, and a rainwater collection system. The achievement of LEED Gold will be exemplary in light of limited experience to date in pursuing sustainable development in residential and highrise structure.

PUBLIC INPUT

A rezoning information sign was installed on the site on November 5, 2005 and notification letter dated October 25, 2004 was mailed to the 337 surrounding property owners (including 169 multiple property owners) and downtown business groups. Approximately 65 people signed in at an Open House held at 848 West Hastings St. on Tuesday, October 19, 2004. Thirty comment forms were submitted, all of them generally supportive of the application.

The application has generated very little comment from surrounding property owners and other citizens, and no written communication to City staff. Letters of support have been received from DV BIA (Downtown Vancouver Business Improvement Association), the Urban Development Committee of the Downtown Vancouver Association (DVA), the Hastings Waterfront Business Association, and Terminal City Club.

The applicant team proposes to hold another Open House prior to the Public Hearing for this application.

PUBLIC BENEFITS

In response to City policies which address changes in land use, density and building height in the Downtown, the application offers a number of public benefits:

- designation and restoration of the heritage "A" building at 848 West Hastings Street;
- designation and restoration of the façade of the heritage "B" building at 840 West Hastings Street (including partial replication of the interior);
- transfer of heritage density from a suitable donor site in Chinatown; and
- the prospect of a sustainable development achieving LEED Gold certifications.

PUBLIC ART

A public art budget will be required, estimated to be \$187,000 (approximate). Subject to further discussion, staff propose this budget be expended on restoration and completion of the large and complex public art assembly called 'Working Landscape' which is the center piece of Hornby Plaza. Additional funds are likely to be required for the work and so staff will recommend that cash CAC be equally apportioned to the Public Art Fund and City Childcare Endowment Fund.

In addition, the developers propose, as a personal undertaking and not part of the public art budget or community amenity contribution, to provide public art on the subject site, up to \$150,000 in value, with its form and substance to be determined in collaboration with the architects, Foster and Partners Architects, to honour the developers' parents Jennie and James Pappajohn.

DEVELOPMENT COST LEVIES (DCLs)

DCLs apply to all new construction (payment is a condition of building permit issuance). The city-wide rate for the net increase in developed floor space in residential, commercial and all other uses is \$64.58 per m² (\$6.00 per sq. ft.). DCLs do not apply to floor area in existing buildings which will remain on the site. The new tower and new floor area on the site of the

BC Chamber of Mines building at 840 West Hastings Street will be subject to DCLs of approximately \$1.2 million.

COMMUNITY AMENITY CONTRIBUTION (CAC)

A CAC is anticipated for any rezoning in the DD which seeks land uses, density and building height not available through existing zoning regulations. For this application, staff have estimated a land lift, or site value increase from rezoning approval, of \$16.9 million. The property owner and developer, Jameson Development Corp., has reviewed these numbers and proposes to offer a CAC in the amount of \$14,034,000. This includes:

- \$7.934 million compensation for on-site heritage conservation,
- cash contribution of \$1.1 million to the City for the pursuit of City cultural and social objectives, and inclusive of public art budget of approximately \$187,000, and
- \$5.0 million heritage compensation transferred from the site at 51 East Pender Street (Wing Sang Building), a heritage "B" listed building on the VHR. A proposed heritage rehabilitation program for this 3-storey building was unanimously supported by the Vancouver Heritage Commission (VHC) on March 14, 2005. A relatively large heritage bonus is anticipated for this proposal, which is now in development (DE) application review.

Staff recommend that the City accept this offer (see (c)(iv) and (viii) in Appendix B). Staff also recommend that the cash CAC be equally apportioned to the City Childcare Endowment Fund and the Public Art Fund. However, given recently anticipated water system upgrading costs (\$125,000) and sewer system upgrading costs (still to be determined), the land lift will be commensurately reduced. Staff propose and the applicant agrees, that the value of heritage density to be transferred from 51 East Pender Street be reduced by a corresponding amount. (See (c)(iv) in Appendix b)

FINANCIAL IMPLICATIONS

Approval of the report recommendations will have no financial implications with respect to the City's operating expenditures, fees, or staffing. However, the value of the rezoning totals \$15.109 million as follows:

	Cash \$ Million	In-Kind \$ Million	Total \$ Million
CAC	\$1.100	\$12.934	\$14.034
Development Cost Levies	\$1.200	-	\$1.200
Water System Upgrade	(\$0.125)	-	(\$0.125)
Total	\$2.175	\$12.934	\$15.109

APPLICANT COMMENT

"We have reviewed the Policy Report and are in agreement with Staff's recommendations and conclusions. We would like to thank City Staff and our consultant team who have worked in collaboration. In addition, through an Open House and various meetings, support was received from the neighbours, the local merchants' association, the Terminal City Club and other business groups. We look forward to working with Staff and Council on the further steps needed to realize our dream for this exciting development."

CONCLUSION

Staff assessment of this application concluded that the proposed residential use, increase in density, and increase in building height are supported. The Director of Current Planning 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 of the Director of Current Planning that it be approved, subject to the conditions of approval listed in Appendix B, including approval in principle of the form of development as shown in revised plans included here as Appendix F.

* * * * *

826 - 848 West Hastings 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 to the satisfaction of the Director of Legal Services.

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:

Base Surface means the base surface calculated from the official established building grades.

2. Land Uses

The only uses permitted, subject to such conditions as Council may by resolution prescribe, and to the conditions set out in this By-law, 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,
- (c) Office Uses,
- (d) Retail Uses,
- (e) Service Uses,
- (f) Institutional Uses, and
- (g) Accessory Use customarily ancillary to any of the uses listed above.

3. Conditions of Use

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.

4. Floor Area and Density

4.1 The maximum floor area, based upon the calculation provisions of the Downtown Official Development Plan, and excluding floor area beneath building overhangs and also floor area in double-height space which will be counted just once, must not exceed 8 045 m² (86,598 sq. ft.) in non-dwelling uses and 18 628.4 m² (200,517 sq. ft.) in dwelling uses, except that approval of any dwelling use area requires the concurrent or prior approval of at least 8 045 m² (86,598 sq. ft.) in office, retail, or service uses.

4.2 The Development Permit Board or Director of Planning may relax the floor area maximums set out in section 4.1 subject to confirmation that the form of development shown in development application drawings is substantially identical to that in the form of development approved at the Public Hearing, and subject to relaxation not exceeding 1 percent of the maximum floor area set out in 4.1 above.

5. Height

The maximum building height, measured above the base surface and to the top of the roof slab above the uppermost habitable floor, must not exceed 114.6 m (376 ft.), and including all rooftop appurtenances, mechanical room and decorative elements, as required by the View Protection Guidelines.

6. Parking, Loading and Bicycle Parking

Off-street parking, loading and bicycle parking shall be provided, developed and maintained in accordance with the applicable provisions of the Parking By-law, including those for relaxation, exemptions, mixed use reduction and waiver of parking requirements for payment-in-lieu relief, except as follows:

- a) for dwelling units, the following parking space requirements will apply:
 - (i) for dwelling units less than 44 m² of gross floor area, a minimum of 0.3 spaces per dwelling unit and a maximum of 0.5 per dwelling unit,
 - (ii) for dwelling units of 44 m² of gross floor area or more but less than 70 m², the required and permitted parking will increase at a rate of 0.025 space per square metre above 44 m² gross floor area,
 - (iii) for dwelling units of 70 m² of gross floor area or more, the required and permitted parking provided will increase at a rate of 0.008 per m², and
 - (iv) except that no more than 2 spaces per unit need be provided and no more than 2.2 spaces per unit will be permitted; and
- b) co-operative vehicles and associated parking spaces, to the satisfaction of the Director of Planning and City Engineer, may be substituted for 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.

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 listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

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

* * * *

826 - 848 WEST HASTINGS 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 to the satisfaction of the Director of Legal Services.

FORM OF DEVELOPMENT

- (a) THAT the proposed form of development be approved by Council in principle, generally as prepared by Foster and Partners Architects, and stamped "Received Planning Department, October 12, 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 final approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, or Development Permit Board, who shall consider the following conditions:

DESIGN DEVELOPMENT - GENERAL

- (i) design development to the tower height to meet the Council approved view cone height limitation of 114.6 m (376 ft.);

Note to applicant: View Protection Guidelines apply to the site such that no building elements such as roof parapets, guard rails, decorative elements and mechanical penthouse should exceed this height.

- (ii) design development to the dwelling units adjacent to the easterly site (808 West Hastings Street) to ensure their long term livability and privacy, while presenting a visually interesting easterly façade to the skyline above this neighbouring building;

Note to applicant: Dwelling units along the easterly property line should be oriented to and have views toward Hastings Street or the lane and not rely on the adjacent site for views or livability purposes. Major living spaces and balconies should be located nearer to Hastings Street or the lane, rather than near the mid-point of the eastern property line.

- (iii) design development to provide amenity area for the residents;

Note to applicant: The provision of an off-site residential amenity may be considered, subject to adequate proximity and confirmation that it will provide equal or better facilities and services than typical on-site residential amenities.

- (iv) design development to the proposed exterior building materials and detailing to confirm the overall building character;

Note to applicant: Include, among other things, glass specifications and a comprehensive exterior building sample board.

- (v) consideration of design development to the interior of the heritage building at 848 West Hastings St. to provide universal accessibility to the mezzanine floor area;

Crime Prevention Through Environmental Design (CPTED)

- (vi) design development to take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard to reducing opportunities for:
- theft in the underground parking areas,
 - providing full secure separation for residential uses and parking,
 - residential break and enter,
 - mischief such as graffiti and alcove areas, and
 - increasing the defensibility of the ground level pathway.

Bicycle Parking

- (vii) design development to provide bicycle parking spaces meeting Parking By-law requirements;

Note to applicant: Opportunity for a 'bike station' or 'bikade' as part of this development should be explored, although staff acknowledge that this small site and the constraints of heritage conservation limit the opportunities at grade and below grade for such an undertaking.

SUSTAINABILITY

- (viii) Applicant to work with staff through best efforts, to pursue the most current version of the City of Vancouver green building strategy and/or meet a minimum LEED Canada Certified standard (with full LEED registration and documentation).

AGREEMENTS

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

HERITAGE

- (i) enter into Heritage Revitalization Agreements with the City and associated agreements outlined below prior to issuance of the development permit for the 826-848 West Hastings Street project, to secure the rehabilitation, protection and on-going maintenance of the "A" listed building at 848 West Hastings Street and the façade of the "B" listed building at 840 West Hastings Street;

- (ii) agree to the City designating the buildings under Schedule "B" of the Heritage By-law, without further compensation;
- (iii) enter into associated agreements with the City to secure the timely rehabilitation of the protected heritage buildings at 840 and 848 West Hastings Street, and that the agreements be given priority over all other charges on title, except those already held by the City;
- (iv) secure the purchase and transfer of heritage density from 51 East Pender Street in the value of \$5,000,000, this amount to be reduced by any water and sewer system upgrading costs to be borne by the property owner (see condition (v)(c) below). Letters in the City's standard format (i.e., Letters A and B) are to be completed by both the owner of the "donor" site and the owner of the "receiver" site and submitted to the City together with receipt(s) of heritage density purchase, including the amount, sale price, and total cost of the heritage density;

ENGINEERING

- (v) arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for:
 - a) clarification of charges shown on title (charge summary should be provided) and, if necessary, modification, release, extension or replacement of such charges;
 - b) consolidation of the lands will be required prior to issuance of any new development permit for either site;
 - c) upgrading of the sewer (storm and sanitary) system and water system to meet the demands of this development;
 - d) undergrounding of all new BC Hydro and Telus services to this site from the closest existing suitable service point, including a review of any cabling that may be required to determine impacts on the neighbourhood;
 - e) provision of a construction management plan, prior-to the issuance of any building permit to construct all or a portion of this development; and
 - f) clarification of and arrangements for any existing or proposed building encroachments;

SOILS

- (vi) do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter the property owner shall, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion;
- (vii) execute a Section 219 Covenant, as required by the Manager of Environmental Protection and the Director of Legal Services in their discretion, that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until Confirmations of Compliance have been provided to the City by the Ministry of Water, Land and Air Protection;

COMMUNITY AMENITY CONTRIBUTION

- (viii) given the property owner's offer of a cash contribution of \$1,100,000 (which includes the required public art budget for the proposed development), this contribution is to be accepted and secured to the satisfaction of the General Manager, on terms and conditions satisfactory to the Director of Legal Services, with the payment due the day before issuance of the first building permit and the payment adjusted by the Consumer Price Index from the rezoning date until the due date and from the due date interest shall accrue at the prime rate plus 2% per annum.

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

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject 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.

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HERITAGE VALUE AND PROPOSED CONSERVATION WORK (Refer to pages 6-7 of the Policy Report)

The primary public benefit of the proposed rezoning is the designation, rehabilitation and code upgrading of the building at 848 West Hastings Street and façade at 840 West Hastings Street.

1. Heritage Value Assessment: "A"- Listed Vancouver Heritage Register Building at 848 West Hastings Street - Ceperley Rounsfell Building

Historic value: The site at 848 (former 860) West Hastings, known as the Ceperley Rounsfell & Co. building, is a two storey Georgian Revival structure in the heart of the West Hastings financial and business district. In a mid-block location it harmonizes with the neighbouring Royal Financial Co. building and the Vancouver Club across the street.

The value of this building is found in its context to the area around West Hastings Street and the business and financial district in close proximity to it. The prestigious address, close to the Vancouver Club, was historically a very affluent one, and symbolic of the success of Ceperley and Rounsfell's real estate and insurance company. The area of West Hastings has many highly valued and beautiful heritage structures including the Credit Foncier Building, the Vancouver Club, The Chamber of Mines (Royal Financial Co.), among others on that block and the Imperial Bank, Royal Bank and several other financial institutions further east along West Hastings. Further to the west are the impressive University Club, Marine Building and Guinness tower, and further to the east is the full-block heritage Sinclair Centre.

Further valued for its architecture, the building is a rare example in Vancouver of the Georgian Revival style. A fashionable design in the United States and in Britain, the style implies a conservative and strong occupant and is additionally symbolic of the prosperity of the company. The interior was originally built with a large double height hall, which has since been filled in with a second floor. Many of the interior decorations, however, remain and are designed in an Imperial Roman style complete with vegetable motifs and inset decorative panels in the walls.

Significance is also found in its associations with its architect. Designed by Sharp and Thompson, the firm was one of the most prolific in the city and went on to become the city's longest established architecture firm, an accomplishment not yet surpassed in Vancouver. They were well known for many of their designs including the Vancouver Club, the University Club and the first master plan for UBC and some of its earliest structures including the main Library and the Science (now Chemistry) building.

Important to this structure are its original owner and occupant, Ceperley Rounsfell & Co., which was a real estate and insurance company, founded in the year of incorporation of the city of Vancouver, 1886. Originally based in Gastown the company grew and its success allowed it to have this structure built in 1921. After the First World War the financial and business district began to shift toward Burrard Street as the CPR focused its attention on the area. A symbol of its success and prominence the company moved in to the area to take advantage of its business climate. The company went on to become one of the province's largest real estate and insurance firms.

The association with Henry T. Ceperley, of Ceperley Rounsfell & Co. is also valued, not only as a successful businessman, but also for his other activities in the city. An early realtor in the area, Ceperley encouraged Van Horne of the CPR to propose the creation of Stanley Park to the west of Vancouver's Downtown. The proposal was successful and created one of the largest urban parks in the country. Ceperley is commemorated within the park at Ceperley Park, a children's playground within Stanley Park.

Exterior Character Defining Elements:

- form scale and massing
- red brick and cast stone facade
- Georgian Revival style architecture
- central Palladian windows
- offset, inset ground entry
- solid to void ratio approximately 4:1
- quoining on building edges
- simple intermediate cornices
- false balcony under second storey window
- arched window with decorative archivolts and decorative keystone above
- double hung wooden sash divided light windows on second floor
- outer two windows divided 8 over 8
- central window divided 8 over 12
- decorative medallions over second storey windows
- facade divided into three bays by pilasters, which flank central windows
- parapet divided into three bays and broken decorative balusters
- simple cornice
- flagpole from balcony

Interior Character Defining Elements:

- intact ceiling skylight (not currently lighted)
- Roman themed decorations in ceiling and on walls including
- acanthus leaf decoration
- divided into structural bays
- corbelling and dropped beams divide each bay
- plaster walls and ceiling
- massive structural seismic beams that do not touch
- clear span interior from front to back and left to right

Proposed Conservation Work - Heritage Status Value Assessment: Good archival photos exist of the original interior of this distinguished building. Much of the building volume was given over to a double height space lit by a skylight coffered ceiling, with small mezzanines at the street and lane frontages. In the 1960's a new second floor was installed which divided this volume and more recent interventions added an elevator and prominent seismic pin arches as well as other interior changes. Still extant is the broad ceiling area where the glazed panels originally had been, although the rooftop skylights has long since been closed in. The plaster brackets from which distinctive globe lanterns hung (missing) are still in place. Overall, the building is in good condition, although the interior renovations have destroyed its original volume and character.

The conservation approach for the Ceperley Rounsfell Building is for a rehabilitation incorporating aspects of restoration and the integration of new work. The building will be

retained intact and in situ, while the original interior volume is restored, using contemporary detailing to new interventions. The building will be used for retail uses. Detailed conservation activity will include the following:

- bracing for site excavation,
- installation of new seismic upgrading integrated into new structure,
- removal of seismic arches,
- removal of elevator,
- removal of second floor to recreate original double height space,
- new mezzanines in original locations with contemporary guards and staircase,
- new openings cut into east wall, within existing plaster pilaster bays,
- roof replacement and new skylights above original,
- brick and stone cleaning and repointing,
- window cleaning and protection,
- period exterior and interior lights, with additional façade lighting, and
- plaster wall surface replication and interior colour scheme.

2. Heritage Value Assessment: "B" - Listed Vancouver Heritage Register Building at 840 West Hastings Street - BC and Yukon Chamber of Mines Building (Formerly Royal Financial Building)

Historic value: The site at 840 West Hastings is a small terracotta clad building designed in a Roman Revival style with Medieval Revival elements, it is a relatively rare example of the style in Vancouver. Two storeys tall, it is a symmetrical structure with a double height first floor with an interior banking hall and mezzanine. The cream-coloured terracotta cladding and fine symmetrical design of this, the former Royal Financial Building, makes this a fine example of early 20th century architecture. Stylistically it has classical elements in the door hoods, but the flat detailing and smooth surfaces foreshadow the Art Deco style. The tall central window affords views into the main space with flanking doors and bronze grill detailing. In overall height it closely matches that of the Ceperley Rounsfell Building next door, but it differs significantly in the fenestration pattern, reading as a two storey plus mezzanine building.

In a mid-block location it harmonizes with the neighboring Ceperley Rounsfell & Co. building and the Vancouver Club across the street. The value of this building is found in its context to the area around West Hastings Street and the business and financial district in close proximity to it. The area of West Hastings has many highly valued and beautiful heritage structures including the Credit Foncier Building, the Vancouver Club, The Chamber of Mines, among others on that block and the Imperial Bank, Royal Bank and several others further east along West Hastings. To the west are the impressive University Club, Marine Building and Guinness tower.

Valued for its architecture, the building is unusual in the area for its small size, unique architecture and exterior cladding material. Built in 1926, its styling is a revival style of the Roman Imperial with twisted rope motifs around doors and windows as well as hanging torus (woven laurel) motifs, common around doors and windows in some Medieval designs. The architecture creates a strong sense of tradition, formality and permanence, which were common values incorporated into the design of financial institutions at the time. Additionally, the design of the building conveys a sense of success and prominence through its sophisticated ornamentation.

Also significant for its architect, the building was designed by JC Day, an architect who worked primarily in residential architecture. The design for this building is considered to be among his best works. Day was partnered, for a short time, with Thomas Fee of the well-known architecture firm Parr and Fee. The design for this building however was complete when Day was once again practicing alone.

The Royal Financial building is also valued for its association with long time tenant the BC and Yukon Chamber of Mines. Although not the first occupant, the Chamber of Mines occupied the building for nearly 45 years. The building became synonymous with the Chamber because of its long history at the location and the memorable nature of the building itself. The strong presence of the building signifies the importance of mining to the Province's economy and the longevity of one of its earliest and major employers.

Exterior Character Defining Elements:

- form, scale and massing
- Classical Revival style architecture
- terracotta cladding in cream colour
- general symmetry
- ratio of solid to void approx 3:1
- identical doors on either side of façade
- Roman and Classically inspired ornamentation including twisted rope and hanging torus motifs around doors and windows
- portico over doors
- double hung wooden sash windows on upper floor
- large double height central window with leaded lights in upper portion
- metal grille work in transoms above door and with repeating spade motif
- raised relief crest above second storey windows
- decorative parapet with raised centre section and decorative crest

Interior Character Defining Elements:

- large volume of interior hall
- upper floor mezzanine with glass partitions to lower level
- wood paneling on interior
- central clock in ornate casing box

Proposed Conservation Work - Heritage Status Value Assessment: Elements of the original interior space, a double height central volume overlooked by a rear mezzanine still exist. Seismic upgrading has added diagonal bracing in the large front window area. Some panelling, plaster detailing and clock frame still exist and are of interest.

The building is in good condition and has had a partial seismic upgrade. Occupying the central part of the development site, the retention of the entire building is not feasible. The conservation approach is to retain the facade of the building record and salvage the materials of the main double height space and reinstate the volumes closer to the original (the current mezzanine is not part of the original configuration).

The reinstated double height space will not only expand the current volume but also refer to the original internal wall datums and structural articulation to the ceiling. In addition the

second floor will be reinstated to the original level to tie in with the second floor windows of the facade. The intention is that this approach will prevent the historical facade of the building from reading as merely an applied element. Detailed conservation activity will include the following:

- facade recording,
- facade bracing,
- recording and salvage of interior double height volume,
- demolition of balance of building,
- removal of current seismic bracing,
- reinstallation of volume and references original internal datum and details,
- cleaning of terracotta, bronze exterior, and
- period lighting and new façade up lighting.

Compatibility of Heritage Conservation with Planning Objectives and Character of the Local Area: Both the Downtown Official Development Plan and the Downtown Design Guidelines encourage the conservation of heritage buildings when developing in the Downtown area. The site is located in the Financial Centre Character Area.

Economic Viability of Conservation: The owners of the buildings at 840 and 848 West Hastings Street have agreed that the proposed compensation of \$7,934,000, in on-site residential development potential, is fair and complete compensation for the value of the conservation effort and waive any future claim for additional compensation.

Staff have discussed with the applicant the possibility of applying for Federal funding through the Historic Place Initiative Program which partially funds conservation costs for National Register Buildings. Should the site receive compensation, the bonus density granted through the rezoning would be reduced by the corresponding grant from the Federal Program. The owners are not keen to apply for such a grant, given the costs involved and given that there is a considerable amount of heritage bonus density which will be available to transfer to this site from their site in Chinatown (Wing Sang Building at 51 East Pender St.). Staff concur that in this case there is no advantage to the applicant or the City's heritage objectives.

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URBAN DESIGN ANALYSIS
(Refer to pages 7-8 of the Policy Report)

1. **Site:** The site consists of three mid block properties on the south side of West Hastings Street developed with 3 buildings: at 826 West Hastings Street is a 3-storey building (Jolly Taxpayer Pub and hotel), at 840 West Hastings Street is the Chamber of Mines Building (aka Royal Financial Building) which is a "B" listed on the Vancouver Heritage Register (VHR) and at 848 West Hastings Street is the Ceperley Rounsfell Building, an 'A' listed building on the VHR. These heritage buildings are not designated.

It is a small site with a total frontage of 31.7 m (104 ft.), a depth of 36.6 m (120 ft.) and a site area of approx. 1 159 m² (12,480 sq. ft.).

2. **Context:** The existing use pattern in the area is almost entirely retail and office commercial with the exception of the upper 14-storeys of the Terminal City Club which are residential.

The existing built form context is highly varied and ranges from older 2- and 3-storey commercial buildings to newer high rise towers such as the 33-storey Terminal City Club. The prevailing building height is about 10-12-storeys. In addition to the four heritage building within the subject block there are five heritage buildings within a one block area which gives the overall context a strong heritage character.

To the north-west of the site at the foot of Hornby Street is a plaza located above a City-owned parking garage. A centerpiece of the plaza is a large and complex public art assembly called 'Working Landscape' which was installed in 1998. The plaza functions first as a green link extension of the Hornby Street corridor with significant pedestrian circulation to and from the waterfront, and second as a public open space used primarily by office workers during daylight hours, particularly at lunch time. The Hornby Plaza is one of the larger, non-waterfront open spaces in the core of the business district. By contrast, portions of the open space at Waterfront Centre (Hornby/Cordova) are sunken, the plaza at Granville Square is elevated, and the plaza at the Price-Waterhouse building (Seymour/Hastings) is covered.

3. **Heritage Context:** There are two other heritage buildings on the block bounded by West Hastings, West Pender, Howe and Hornby Streets: the 10-storey Credit Foncier office building at 850 West Hastings Street which is designated and listed in the "A" category of the VHR, and the 11-storey Stock Exchange Building at 475 Howe Street (aka 805 West Pender St.) which is also an "A" listed building but not designated.

4. **Proposal:** The application proposes to rehabilitate and designate the two heritage buildings. The full restoration of the Ceperley Rounsfell Building will include its double-height interior and skylight whereas the restoration of the BC Chamber of Mines building will primarily involve the façade. A 37-storey tower is proposed on the balance of the site, including retail uses at grade, 10 floors of office floor area and 26 floors of residential use.

5. **Uses:** The proposed uses include, in order of magnitude, residential, office, and retail. With the exception of the residential use, the proposed uses are consistent with the adjacent uses and current zoning.

6. **Density:** The overall proposed density is approximately FSR 23.03. The prevailing zoning density in the surrounding area is FSR 7.0. The challenge is whether the increase in density of over 3 times above the FSR 7.0 can be accommodated on this site in a neighbourly manner.

7. **Tower Height:** The proposed tower height is 114.6 m (376 ft.). The prevailing zoning would limit the height to 91.44 m (300 ft.). There are five aspects to consider when addressing additional height in this area: (1) skyline views, (2) shadowing, (3) public views, (4) private views, and (5) built form height continuity.

(1) **Skyline Views:** Staff has illustrated the proposal onto the eight recommended skyline views to determine whether the tower challenges the desired general skyline of the City. The proposal is almost imperceptible from most view points and does not challenge the skyline views.

(2) **Shadowing:** The applicant has submitted shadow studies and calculations for the standard times of spring/fall equinox (21st March and September) and summer solstice (June 21st) for the times of 9, 10, 11, 12 noon and 1, 2, 3 and 4 p.m. at Daylight Savings Time. In summary the studies and calculations illustrate:

- at the summer solstice there is some very minor shadowing cast by the proposed tower between 1 p.m. and 2 p.m. on the Hornby Plaza;
- at the spring/fall equinox the proposed tower casts shadow over:
 - 16% of the Hornby Plaza at 1 p.m.; the other 84% of the Plaza is shadowed by the Terminal City Club,
 - 27% of the Hornby Plaza at 2 p.m.; almost all the remaining 73% of the Plaza is shadowed by the Terminal City Club and Credit Foncier, and
 - 9% of the Hornby Plaza at 3 p.m.; most of the remaining area of the Plaza has sun access;
- if the proposed tower height of 114.6 m (376 ft.) is reduced to 91.44 m (300 ft.), as can be considered under existing zoning, there is virtually no difference in shadowing; and
- to avoid any shadow on Hornby Plaza the proposed tower height would have to be restricted to approximately 25.6 m (84 ft.).

During the spring/fall equinox the shadowing from the proposed tower reduces sunlight access to the Plaza ranging between 9% and 27% over the middle of the day, and during the summer solstice the proposal has almost no impact. It should be noted that the Terminal City Club building already accounts for most of the shadowing on Hornby Plaza, and the proposed tower would have no greater impact than building height of 25.6 m (84 ft.). As a further 'mitigating' factor it is anticipated that the public's use of the Hornby Plaza might diminish somewhat as downtown office workers are likely to gravitate to the more accessible Burrard Inlet water's edge as development in Burrard Landing is completed (Shaw Tower, hotel-residential tower at 299 Burrard Street, and the convention centre).

(3) **Public Views:** The site is located within two Council approved view cones: 9.2.1 (Cambie/12th) and 9.2.2 (Cambie/10-11th) which limit total building height on the site, including all appurtenances, to 114.6 m (376 ft.). No penetrations into these view cones are permitted. The roof parapet, guard rails and roof top landscaping of the proposal do penetrate the view cones slightly, and should be appropriately attenuated at development application stage. (See Design Development condition (b)(i) in Appendix B.)

(4) **Private Views:** The primary concern is the potential impact the proposal has on other residential development. The only existing residential use in the immediate neighbourhood is the top 14 storeys of the Terminal City Club (TCC) building across the street at 837 West Hastings Street. The private views from dwelling units in TCC are primarily easterly and westerly and the proposal will only marginally impact some southerly private views. Support for rezoning has been expressed by some TCC residents. Also the proposal exceeds the typical privacy/livability separation distance criteria of 24.3 m (80 ft.) from TCC;

(5) **Built Form Height Continuity:** Within the subject block the highest building is the Stock Exchange Building at 11 storeys. Within the surrounding blocks the highest building is the Terminal City Club at 33 storeys. Overall, with the exception of the Terminal City Club, the existing zoning height of 91.44 m (300 ft.) prevails in the area and provides it with a cohesive height character potential.

The proposed lower eleven-storey built form responds successfully to the scale, built form, and façade elements of both the on-site heritage buildings as well as the adjacent Credit Foncier heritage building to the west including its light-well condition.

Notwithstanding some concerns with the tower height, setbacks and adjacent development potential, the built form of the upper 26 storeys presents a successfully proportioned and interesting form to its immediate neighbours and in the larger downtown skyline.

8. Building Setbacks: Staff analysis of building setbacks for high density residential buildings, and impacts on adjacent development potential (see below), typically uses two principal urban design criteria: (1) residential floor plate sizes are limited to approximately 600 m² (6,500 sq. ft.) to minimize shadow and view impact on surrounding development, and (2) a minimum horizontal separation of 24.3 m (80 ft.) between buildings is required to maintain privacy/livability of the proposed residential from surrounding development. Other criteria such as building code requirements (see 12 below) are also important. With this in mind three important proposed building setbacks were reviewed.

(1) **Residential Floor Plate Area:** The residential floor plate proposed is approximately 678 m² (7,300 sq. ft.) in size (net area) and approx. 763 m² (8,213 sq. ft.) gross. The typical criteria used in most of the high density residential neighbourhoods is for floor plates of 600 m² (6,500 sq. ft.) net. This floor plate area has been judged over many years to give an appropriate balance between generating a tower form that minimises shadow and view impact on surrounding development and yet is economical and viable. However, in a primarily commercial (office) neighbourhood, it is not expected that the same criteria will be achieved, as for example Shaw Tower, Shangri-la, Hudson and Electric Avenue. In all cases however, views and shadowing impacts are carefully managed.

(2) **Building Setbacks:** Analysis of the proposed setbacks from adjacent development and from the lane indicates that the proposal will rely significantly on adjacent properties for views and livability/privacy separation, and will thus limit their development potential in terms of building height, siting, and size of tower elements.

(2a) **Building setback from Credit Foncier (Heritage A):** The 10-storey Credit Foncier building is located immediately west of the proposal. The proposed setback from this building varies between 6.1 and 15.2 m (20-50 ft.) at the lower levels. At level 13 and above

(residential levels), which is also above the roof of the Credit Foncier building, the setback ranges from 1.5 m to 10.7 m (5-35 ft.), which means the proposal relies on the air space above the Credit Foncier for westerly residential views.

(2b) Building setback from 808 West Hastings: This 10-storey office building abuts the east property line of the subject site. The proposed setback from this building is zero at the lower levels (levels 1-11) and 1.2 m (4 ft.) at the upper levels (levels 12-37). This means the proposal substantially would rely on the air space above the roof of 808 West Hastings for easterly residential views. Orienting dwelling units towards Hastings Street or the lane will mitigate this circumstance. (See Design Development condition (b)(ii) in Appendix B.)

(2c) Building setback from the lane: The proposed setback from the 6 m (20 ft.) lane is 3.04 m (10 ft.). Typical City criteria requires a lane setback of 9.1 m (30 ft.) for high density residential uses which gives a total of 24.3 m (80 ft.) from a similarly set back residential development across the lane. By reducing the setback from 9.1 m (30 ft.) to 3.04 m (10 ft.) will constrain the development options for the properties across the lane.

9. Redevelopment Potential on Adjacent Sites: The applicant has presented six schematics that analyse the impact of the proposal on the redevelopment potential of adjacent sites.

(1) 808 West Hastings Street: There is a 10-storey office building currently on this site that covers the full site. Two options for redevelopment of this site are illustrated. The first option is a 13-storey building with small floor plates and a two storey base separated from the proposal by approximately 15.24 m (50 ft.). The illustrated floor plate of approximately 557.4 m (6,000 sq. ft.) would not typically be viable for new office use but it could work for hotel use. The second option involves redevelopment in a similar form as currently built. In either case, the current zoning density of 7 FSR commercial could be fully achieved although the building height would be constrained.

(2) 827 and 833 West Pender Street: There are currently two 2-storey buildings on these sites. Two options for redevelopment of this potentially consolidated site are illustrated. Both illustrate a full-site office development up to 11-storeys, and a residential form over that, one of 6 storeys and one of 9 storeys. Both options would accommodate more than double the potential allowable density on the site, which allows for the potential importation of heritage density. While a 6-storey residential form would be separated from the subject proposal by 18.29 m (60 ft.) and not meet the recommended livability/privacy separation distance of 24.3 m (80 ft.), the 9-storey form does achieve that standard. It should be noted that as there is no heritage resource on these sites current policy would not support residential use, but residential is a possibility if any part of this mid-block site was consolidated with the heritage site at 475 Howe Street and heritage conservation effort undertaken there.

(3) 827, 833 and 889 West Pender: There are two 2-storey buildings and one 8-storey building currently on these sites. Two options for redevelopment of this potentially consolidated site are illustrated. Similar to (2) above, both illustrate a full site office development up to 11-storeys, and a residential form above level 11, one of 10 storeys and one of 4 storeys. Both options could nearly double the allowable density, thus allowing for the potential importation of heritage density. While 4-storey residential form option would

be separated from the subject proposal by 18.29 m (60 ft.), the 10-storey form does achieve the recommended livability/privacy separation distance of 24.3 m (80 ft.).

(4) 475 Howe Street: No redevelopment option has been presented for 475 Howe Street, the Stock Exchange Building, which is developed with a 10-storey 'A'-listed building on the Vancouver Heritage Register and which is not designated. Any heritage density bonus for designation and conservation of this building would have to be transferred off-site, for example to the adjoining site(s) at 827, 833 and 889 West Pender Street, or some combination of these.

(5) 850 West Hastings Street: No redevelopment option has been presented for 850 West Hastings Street, which is developed with the 10-storey Credit Foncier (Heritage 'A'). Any heritage density bonus for heritage designation and conservation of this building would have to be transferred off-site, for example to the adjoining site(s) at 827, 833 and 889 West Pender Street, or some combination of these.

Regarding both of these heritage buildings, (4) and (5) above, staff determined that it is unlikely that a heritage bonus could be realized on these sites themselves without adversely affecting their historic value, whether or not there is rezoning of the subject site. Only a consolidated lot configuration, south of the lane at 827, 833 and 889 West Pender Street, could accept an increase in density. Also to note, while rezoning of the subject site would constrain locations for a second tower on that mid-block site, more than double the potential allowable density could be accommodated in a mid-rise form. Future bonus density for these two heritage buildings could also be transferred off site.

10. Residential Amenity: When contemplating the inclusion of a significantly sized residential component (155 dwelling units) in a commercial area the provision of on-site and off-site residential amenities need to be assessed.

The proposed on-site residential amenities include a roof top garden and a roof garden at level 4. However, no internal amenity space such as lounges or exercise rooms are presently proposed.

In discussion with staff, the applicant has proposed an arrangement with the Terminal City Club (TCC) located at 837 West Hastings Street, directly across the street from the proposed development, to provide residents with membership to the TCC and its facilities. The amenities of this full-service, state-of the-art health facility includes a 25-metre ozonated swimming pool, three international-size squash courts, saunas, steam and massage rooms, dining/meeting rooms, cocktail lounge, billiards room, library/reading room and an English style pub. The developer informs staff that "we have made arrangements with the TCC to provide residents of our project with membership to the TCC and their facilities." This "will provide an extensive variety of amenities for the residents of our proposed development while strengthening the business support functions of the TCC itself. Rather than replicating amenities within our development, the partnership between our project and the TCC allows for sustainable use of such facilities and amenities." A letter from the General Manager of the TCC confirms that TCC looks forward to making suitable arrangements "to permit the owners and occupants of the residential and commercial office units in this (proposed) development to access membership privileges at Terminal City Club." Staff are prepared to consider this arrangement. (See Design Development condition (b)(iii) in Appendix B.)

11. Architectural Design: The proposal presents a very high standard of architectural design with the intention of providing high quality materials and detailing. Maintaining this high standard from the rezoning stage through development application, building permit, and eventual construction is vital to the success of the development from a public perspective. (See Design Development condition (b)(iv) in Appendix B.)

12. Building Code Review: A preliminary code review indicates that while there are many design aspects of the proposal that will need modification as it develops through the next stages of development, none appear to significantly change the proposed urban design and building concept. The most significant code issue initially was the proposed easterly setback of 1.2 m (4 ft.) which would affect spatial separation requirements with respect to openable windows at the property line, but a preliminary review indicates that this can be technically resolved.

13. Conclusion: There are many exemplary aspects to the proposal, including: the rehabilitation and designation of two heritage buildings, introducing a new development form which respects the on-site heritage buildings, achieving a substantial on-site commercial capacity, presenting a very high standard of architectural design with the intention of providing high quality materials and detailing, initiating a high standard of sustainability, and presenting for the City's review a very high quality design submission and analysis.

The proposal does challenge the normal urban design and development criteria used by the City in evaluating development proposals. In particular, the introduction of high-density residential use on this mid-block site will constrain somewhat the redevelopment potential of adjacent sites for commercial uses (retail, office and hotel), although without reducing their existing commercial potential of 7.0 FSR, and it will not affect the opportunity for heritage conservation on the other heritage buildings on this block. The proposed highrise development will also reduce sunlight access to Hornby Plaza, but only at the spring/fall equinox, during the middle of the day, although it should be noted that the Terminal City Club building already accounts for most of the shadowing on the plaza, and the proposed tower would have no greater impact than a building height of 25.6 m (84 ft.).

Staff concluded that the proposed form of development achieves urban design fit and neighbourliness on a constrained site and in a difficult context. The Urban Design Panel supported the application on November 24, 2004 (8-1).

* * * * *

COMMENTS FROM THE PUBLIC,
REVIEWING AGENCIES AND THE APPLICANT

Notification: A rezoning information sign was installed on the site on November 5, 2005 and notification letter dated October 25, 2004 was mailed to the 337 surrounding property owners (including 169 multiple property owners) and downtown business groups. The notification area was Dunsmuir Street on the south, properties abutting the west side of Burrard Street, Canada Place Way on the north and Seymour Street on the east.

Approximately 65 people signed in at an Open house held Tuesday, October 19, 2004. Thirty comment forms were submitted, all of them generally supportive of the application.

The application has generated very little comment from surrounding property owners and other citizens, and no written communication to City staff. Letters of support have been received from DV BIA (Downtown Vancouver Business Improvement Association), the Urban Development Committee of the Downtown Vancouver Association (DVA), and the Hastings Waterfront Business Association.

Comments of the General Manager of Engineering Services: In a memo dated April 18, 2005, the General Manager of Engineering Services raised no objections to the proposed rezoning provided that the applicant complied with by-law provisions to be listed in Appendix A and approval conditions to be listed in Appendix B.

Vancouver Heritage Commission

At a meeting of the Vancouver Heritage Commission held on November 24, 2004, unanimously resolved:

“THAT the Vancouver Heritage Commission supports the project at 840 and 848 West Hastings Street as presented at the November 24, 2004 meeting noting support for:

- scope of the retention of both heritage buildings;
- relationship of a new tower to the existing heritage buildings and to the street;
- interior relationship between the two heritage buildings requesting that the Applicant consider making the project universally accessible; and

FURTHER THAT staff report back at the development permit stage.”

Urban Design Panel:

The Urban Design Panel reviewed this proposal on November 24, 2004 and supported (8-1) the use, density and form of development and offered the following comments:

Evaluation: Support (8-1)

“Panel’s Consensus on Key Aspects Needing Improvement:

- Consideration of additional architectural and political analysis of the adjacent sites with respect to impact of this proposal on future development potential, particularly

to the east and south. The concerns may be addressed in part by additional architectural analysis and by some direct conversations with the neighbours;

- Strong support for the overall density but several concerns about whether it is pushing slightly too hard;
- Consideration of additional public amenity including possible roof access;
- Very strong support for the commitment to sustainability and recognition that this project has the capacity to “up the ante” in terms of sustainable design in Vancouver. Any mechanisms that can be incorporated into the building to demonstrate the sustainable aspects of the building to the public would be welcomed.

Related Commentary:

The Panel was very enthusiastic about this project and strongly supported the rezoning application. The applicant team was also commended for the excellent presentation package which thoroughly addresses all the issues.

The proposed mix of uses was strongly supported and most Panel members welcomed the residential component in this location, noting the project also achieves the maximum commercial FSR which it acknowledged is important to maintain in the Central Business District. The Panel also agreed that mixed use is a major component of a sustainability strategy. There was some discussion about the adequacy of amenities for the residential use and it was noted there are currently few residential services in the immediate area. However, it was felt that this location would appeal to some residential purchasers, noting its relatively close proximity to the waterfront. There were suggestions that some consideration should be given to providing more amenities given the site’s relative isolation, particularly at night, and noting also that common amenities contribute to a sense of community in the building. More usable on-site open space was recommended and it was noted the common rooftop amenity is north-facing so will likely be little used. In addition to on-site residential amenity, there was also a recommendation to offer more to the public, possibly a publicly accessible roof deck.

The Panel had no concerns with the height, noting the site is limited by the view cone in any event. Response to city and neighbourhood scale was considered satisfactory and a good contextual fit.

The Panel agreed that the amount of density being sought is extremely high and is reaching new heights for Vancouver. Nevertheless, most Panel members agreed it appears to fit into the context and feels appropriate. The Panel considered the project meets the criteria for good urban design and the majority of members endorsed the requested 21.2 FSR. [Note: This figure was subsequently revised to 23.03 to reflect DODP FSR calculation provisions.] There were, however, some concerns raised about precedence and the pressures on the City that this may stimulate. It was agreed this is a political question that may be beyond the purview of the Urban Design Panel. It was stressed that support for the requested density is firmly based on the very high quality of the proposal which promises an exceptional development. In this regard, it was noted the quality of the detailing will be essential to the success of this scheme and a much different development could occur if the site is sold after it is rezoned.

Most Panel members had no issue with shadowing on Hornby Plaza. Comments were that it is more of a throughway than a park for lunchtime users, the public art piece can sustain itself regardless of shadowing, this is a very dense part of the CBD, and much of the shadowing is already created by the Terminal City Club.

The Panel supported the built form and found it very respectful of the heritage buildings, particularly at street level. There was a comment that the stepped form is quite foreign to the formal qualities of the surrounding buildings and will definitely stand out as a result. It was noted there is a bigger challenge in terms of the building's orientation and proximity to neighbouring sites. The Panel thought the proposal very successfully saves two special heritage buildings that are quite vulnerable given their scale. The building is also very respectful of the Credit Foncier building.

The Panel generally considered the setbacks to be acceptable but noted there may be Building Code issues close to the property lines. One Panel member suggested the relationship on the easterly setback might be improved with a party wall condition. The Panel strongly recommended greater analysis of the development potential of the neighbouring property, including consultation with the property owner. Every effort should be made to ensure the neighbouring site is not unduly limited by this project.

The Panel strongly endorsed the sustainability contributions of this project and encouraged the applicant to seek LEED gold certification.

The applicant was commended for the global approach being taken to this site. It is hoped it will encourage other Vancouver developers to take a wider perspective."

Applicant Comments: The applicant and agent for the property owner provide the following comment on this report:

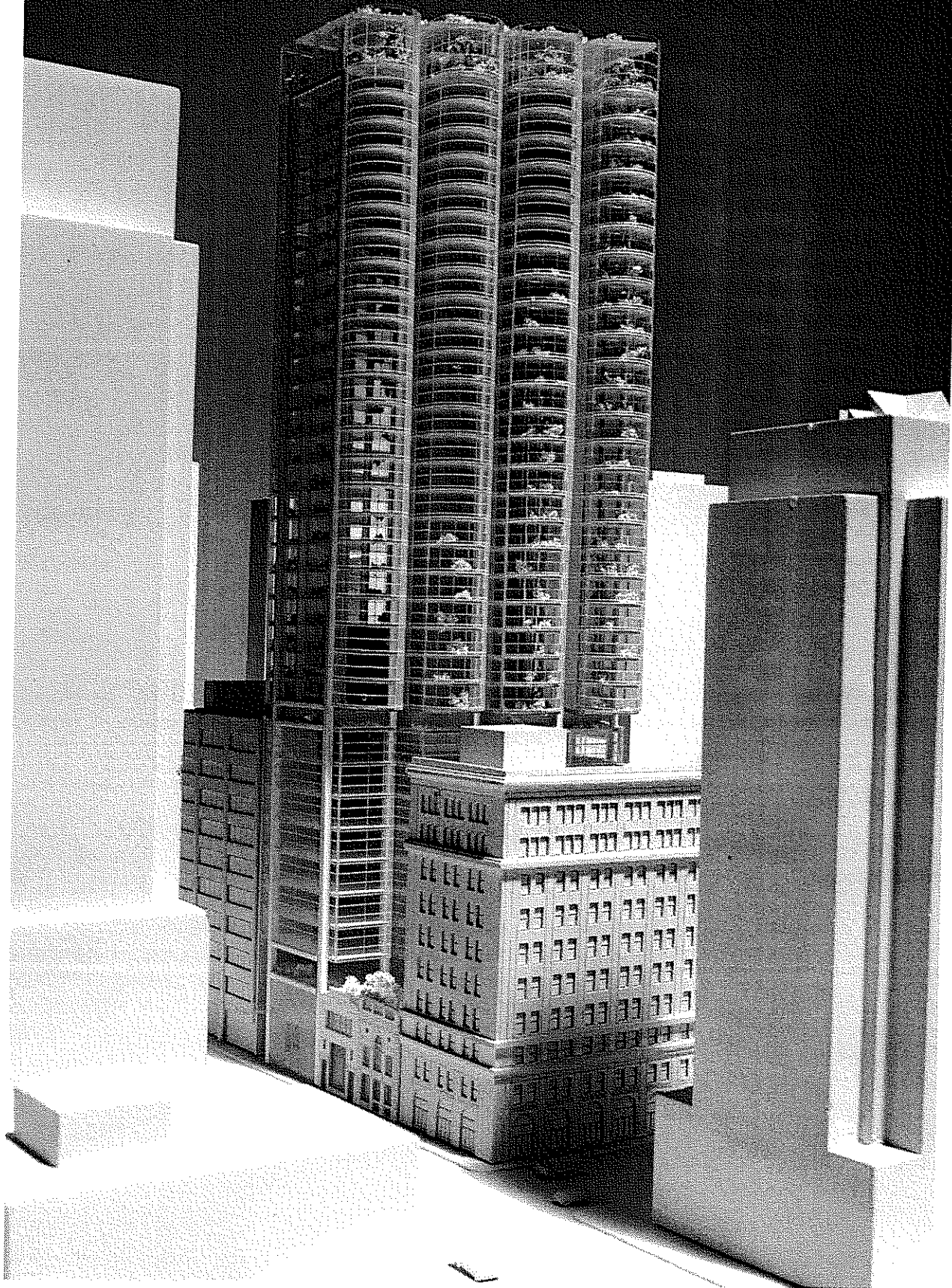
"We have reviewed the Policy Report and are in agreement with Staff's recommendations and conclusions.

We would like to thank City Staff and our consultant team who have worked in collaboration. In addition, through an Open House and various meetings, support was received from the neighbours, the local merchants' association, the Terminal City Club and other business groups.

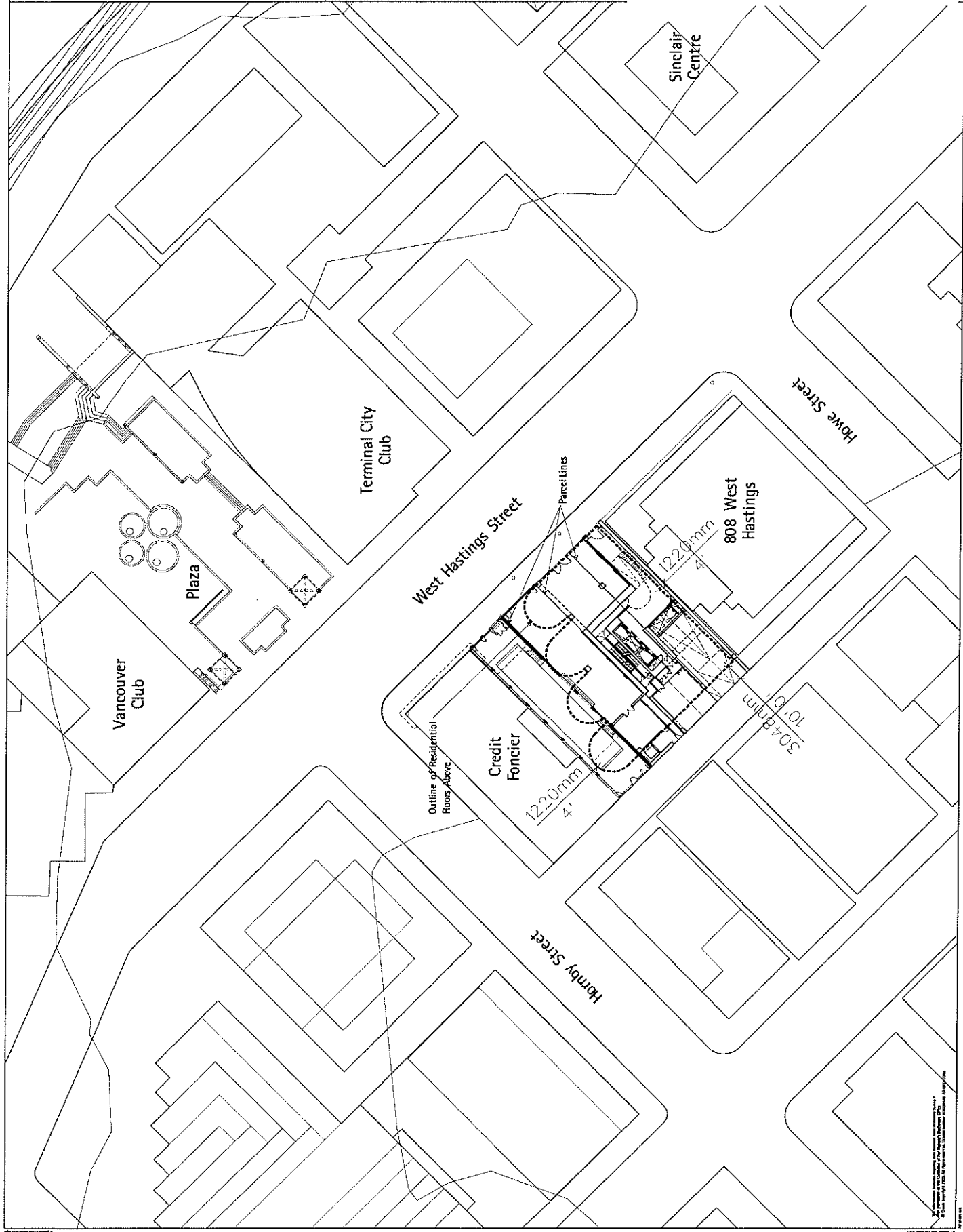
We look forward to working with Staff and Council on the further steps needed to realize our dream for this exciting development."

* * * * *

APPENDIX F - Page 1 of 12
Photo of 3-D Model (looking south)
Intersection of West Hastings St.
and Hornby St. in foreground

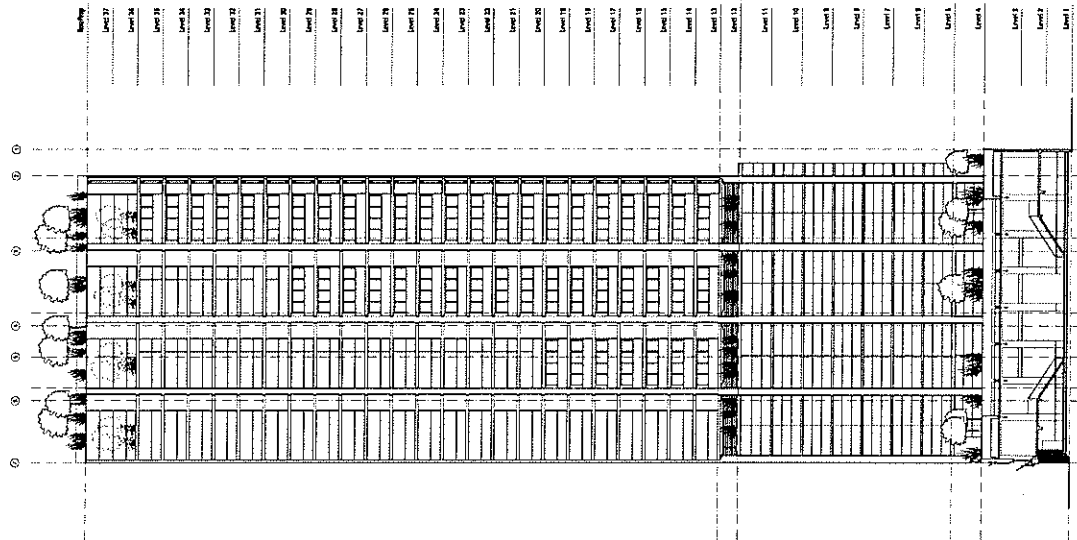


1. The site is located within the Terminal City Club development.
2. The site is bounded by West Hastings Street to the north, Howe Street to the east, and Henry Street to the south.
3. The site is bounded by the Vancouver Club to the west and the Sinclair Centre to the northeast.
4. The site is bounded by the Terminal City Club to the north and the Vancouver Club to the west.
5. The site is bounded by the Sinclair Centre to the northeast and the Terminal City Club to the north.
6. The site is bounded by the Vancouver Club to the west and the Terminal City Club to the north.
7. The site is bounded by the Sinclair Centre to the northeast and the Vancouver Club to the west.
8. The site is bounded by the Terminal City Club to the north and the Sinclair Centre to the northeast.
9. The site is bounded by the Vancouver Club to the west and the Terminal City Club to the north.
10. The site is bounded by the Sinclair Centre to the northeast and the Vancouver Club to the west.

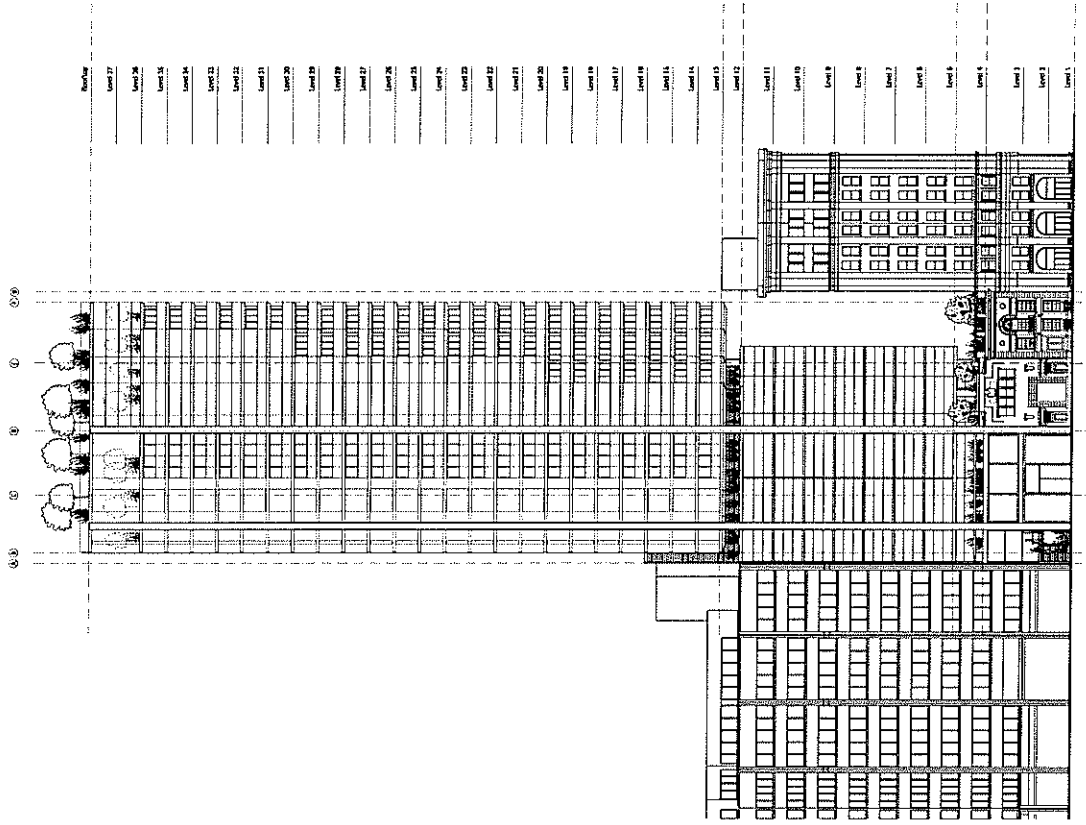


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Notes:
 1. All elevations are shown in black.
 2. All elevations shall be subject to change without notice.
 3. All elevations shall be subject to change without notice.
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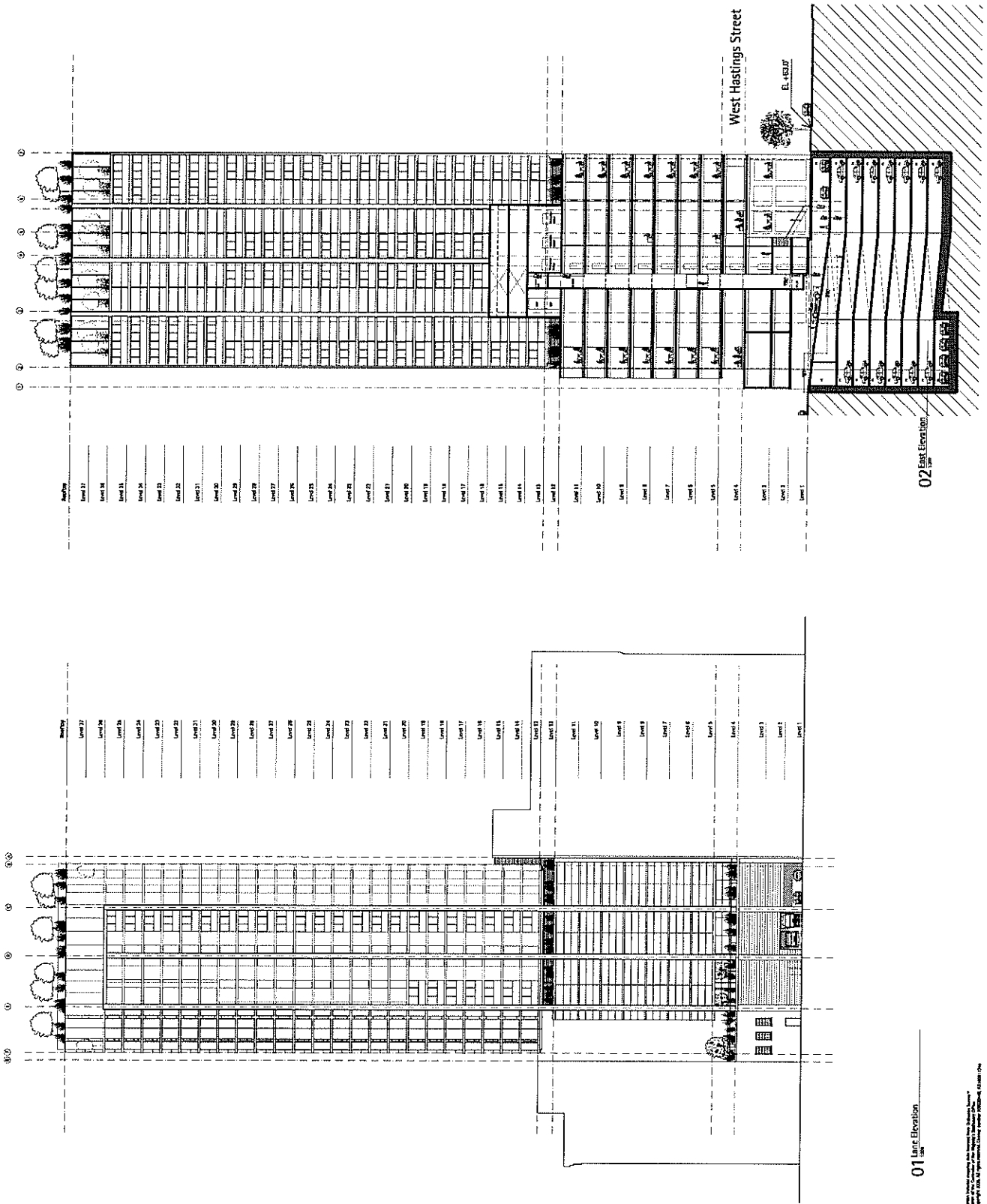
02 West Elevation



01 Hastings Street Elevation (North)

APPENDIX F - Page 4 of 12
Lane Elevation and
East Elevation and Section

Notes:
1. All elevations are in meters above sea level.
2. All elevations are based on the datum of the project.
3. All elevations are based on the datum of the project.
4. All elevations are based on the datum of the project.
5. All elevations are based on the datum of the project.

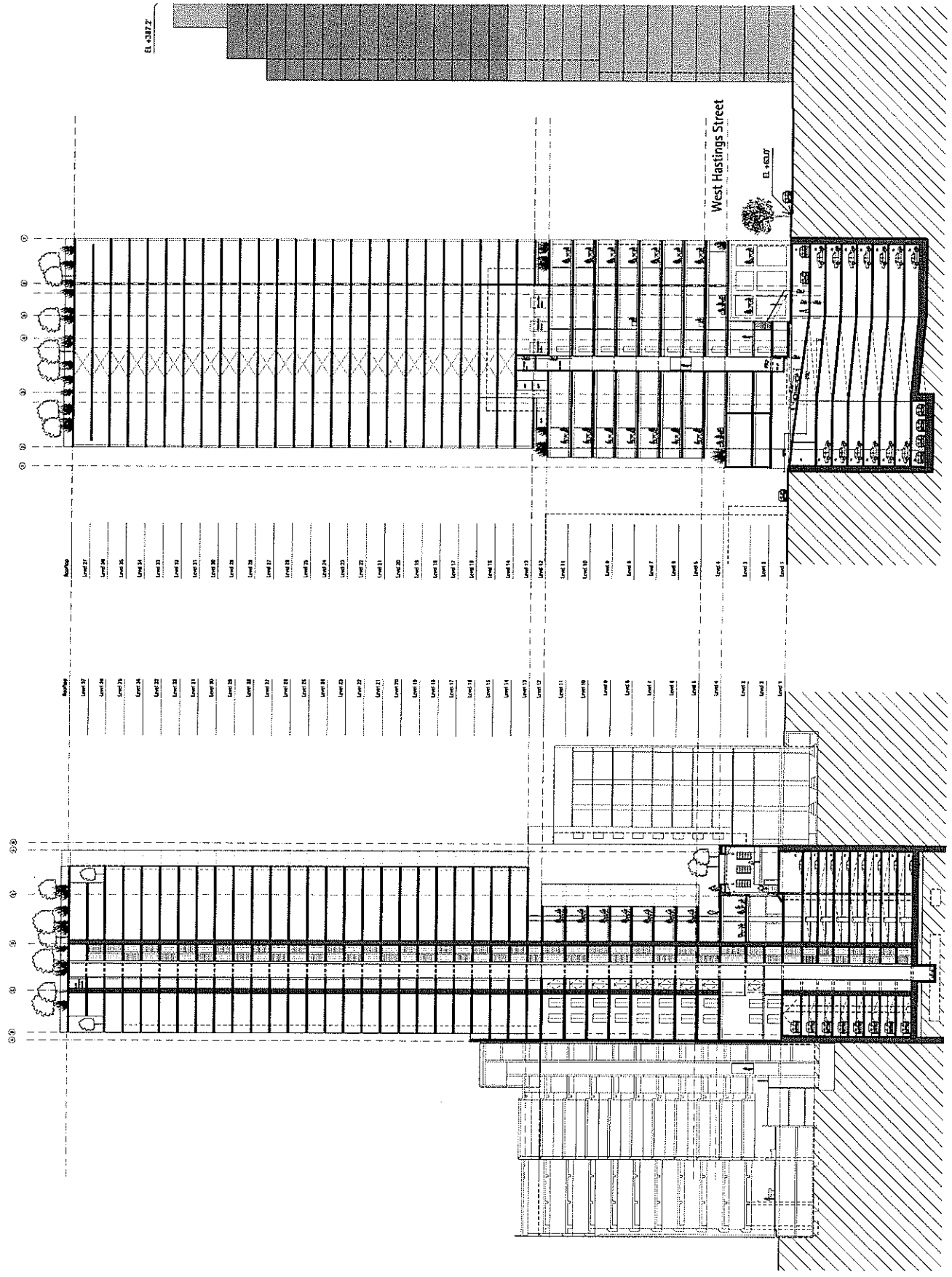


01 East Elevation

02 Lane Elevation

Scale: 1/4" = 1'-0"
Date: 10/10/2010
Author: [Name]
Reviewer: [Name]

Notes:
 1. See the existing drawings for details.
 2. All dimensions shall be in feet and inches.
 3. All dimensions shall be rounded to the nearest 1/8 inch.
 4. All dimensions shall be in feet and inches.
 5. All dimensions shall be in feet and inches.
 6. All dimensions shall be in feet and inches.
 7. All dimensions shall be in feet and inches.
 8. All dimensions shall be in feet and inches.
 9. All dimensions shall be in feet and inches.
 10. All dimensions shall be in feet and inches.

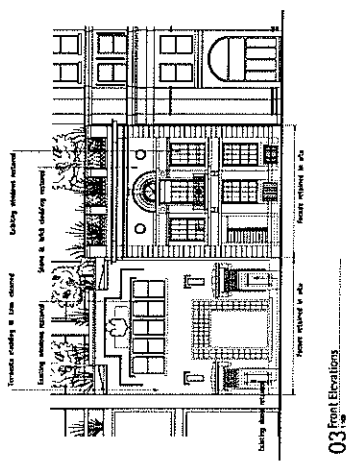
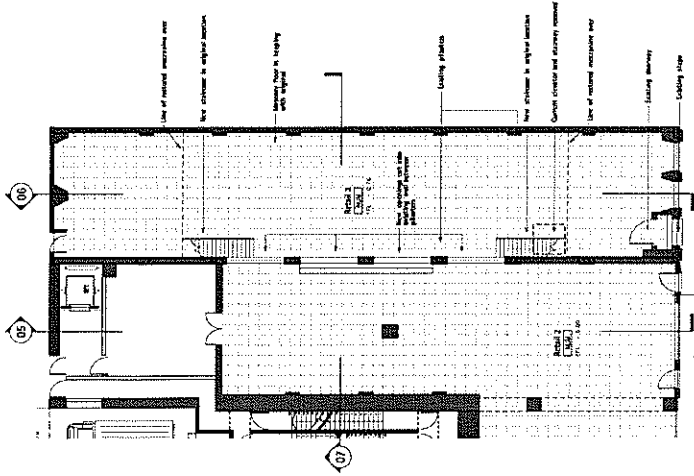
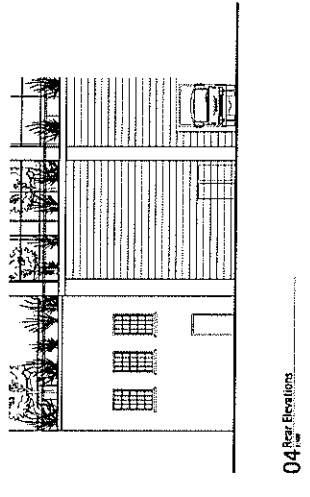
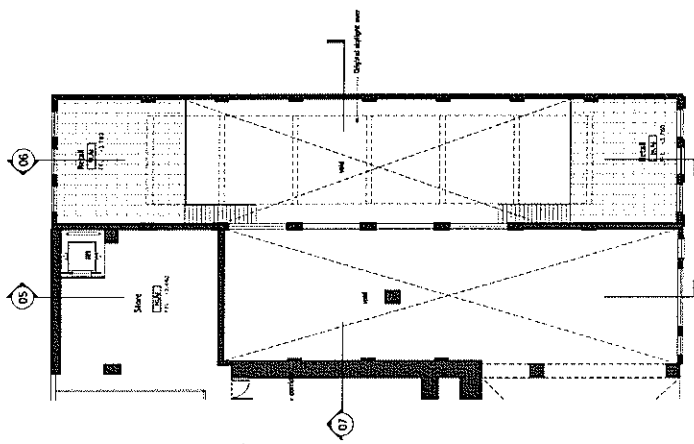
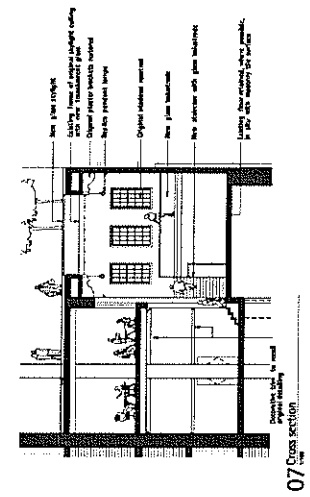
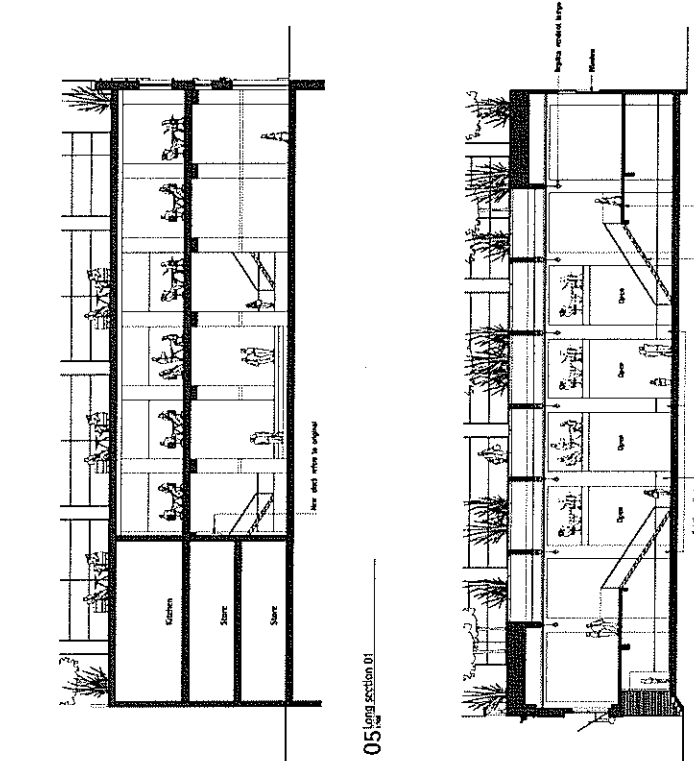


02 North-South Section

01 East-West Section

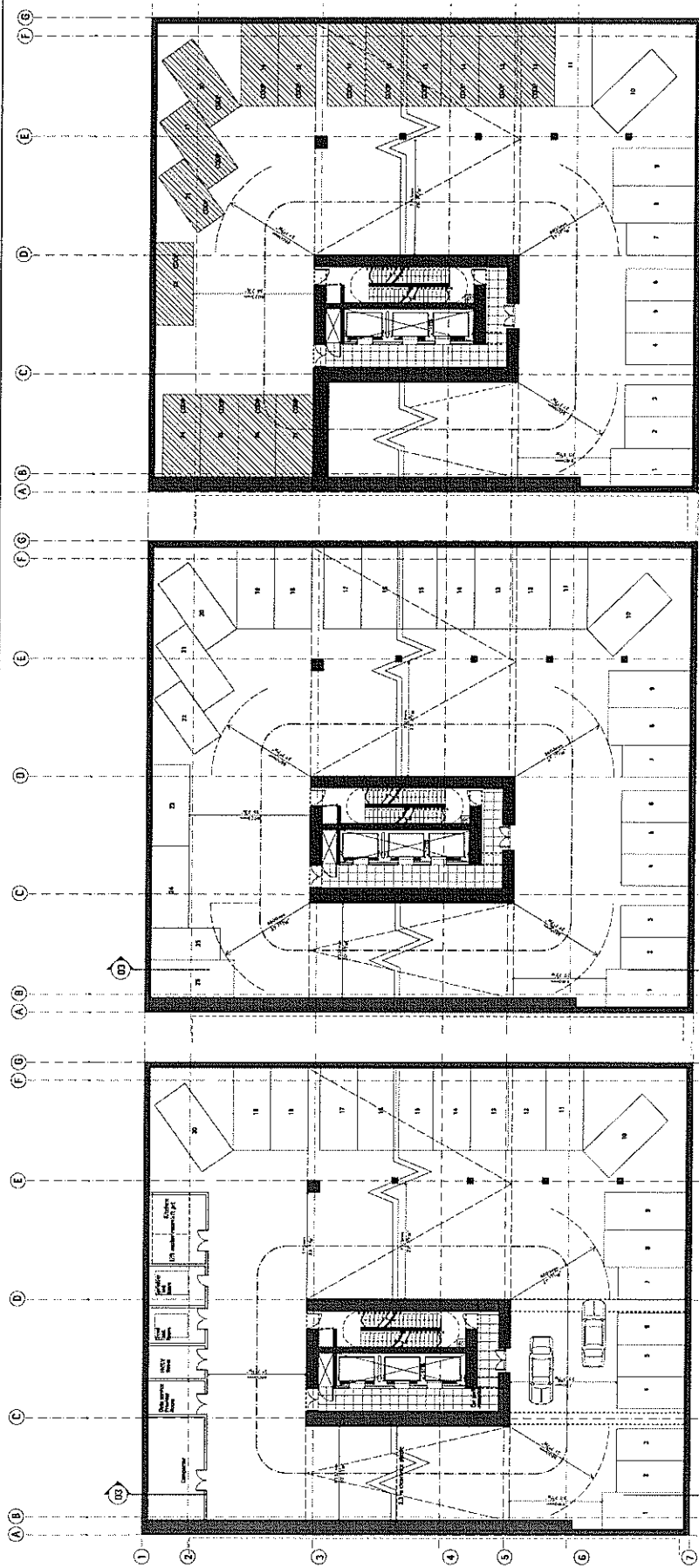
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Notes:
1. All elevations are to be finished unless otherwise noted.
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10. All elevations are to be finished unless otherwise noted.



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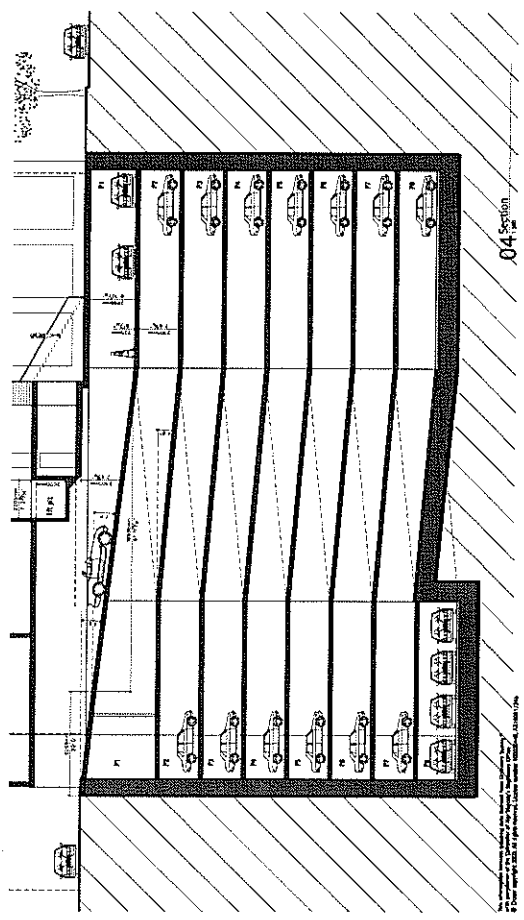
Notes:
 1. All dimensions are in feet and inches.
 2. All dimensions shall be verified by field surveying.
 3. All dimensions shall be verified by field surveying.
 4. All dimensions shall be verified by field surveying.
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 9. All dimensions shall be verified by field surveying.
 10. All dimensions shall be verified by field surveying.



01 Plan Level -1
Conventional car parking with split level
20 Cars (6 small cars)

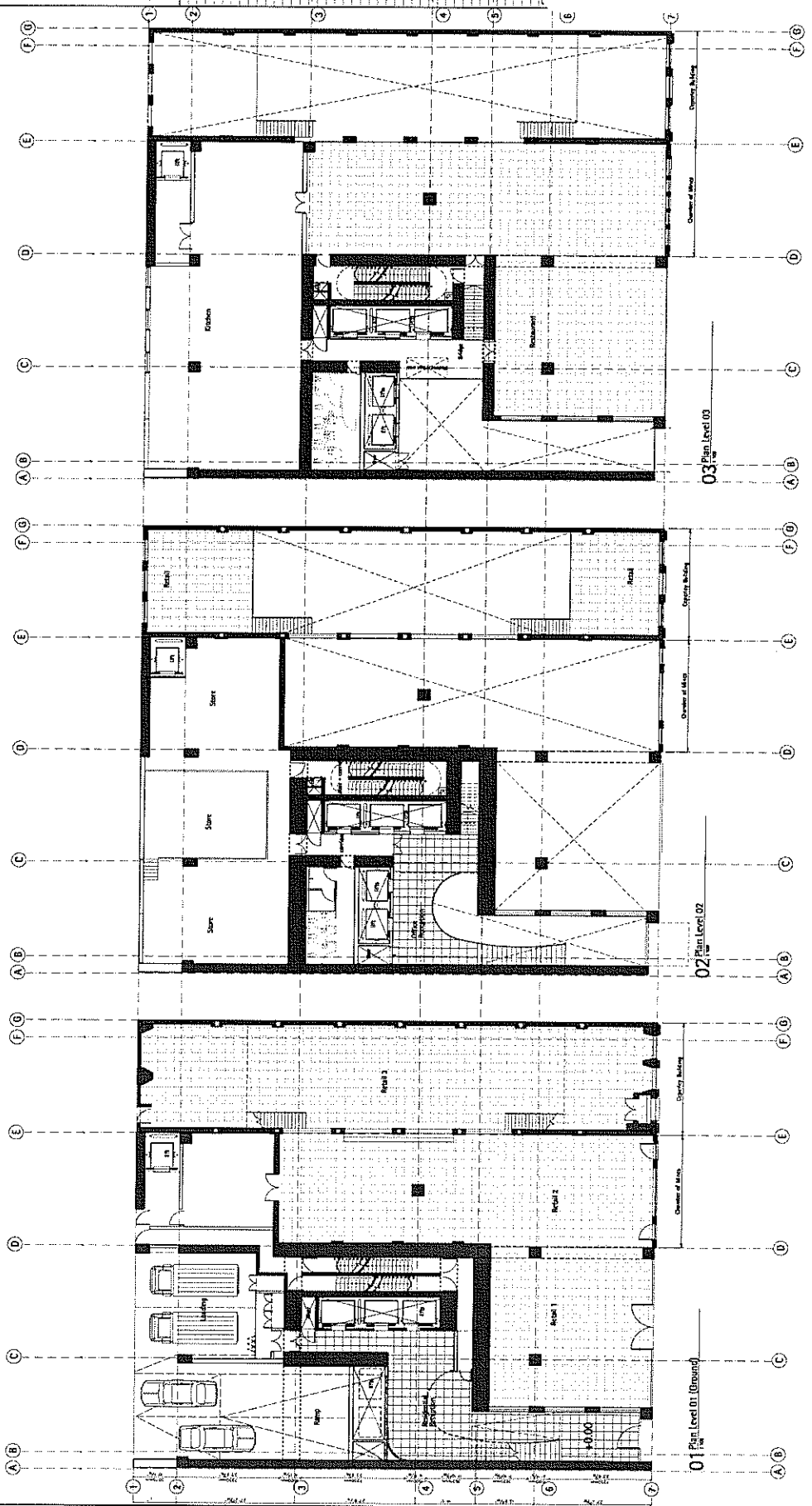
02 Plan Level -2
Conventional car parking with split level
26 Cars (8 small cars) per floor x6= 156

03 Plan Level -8
Conventional car parking with split level
27 Cars (7 small cars)
Total number for 8 Floors = 203 cars



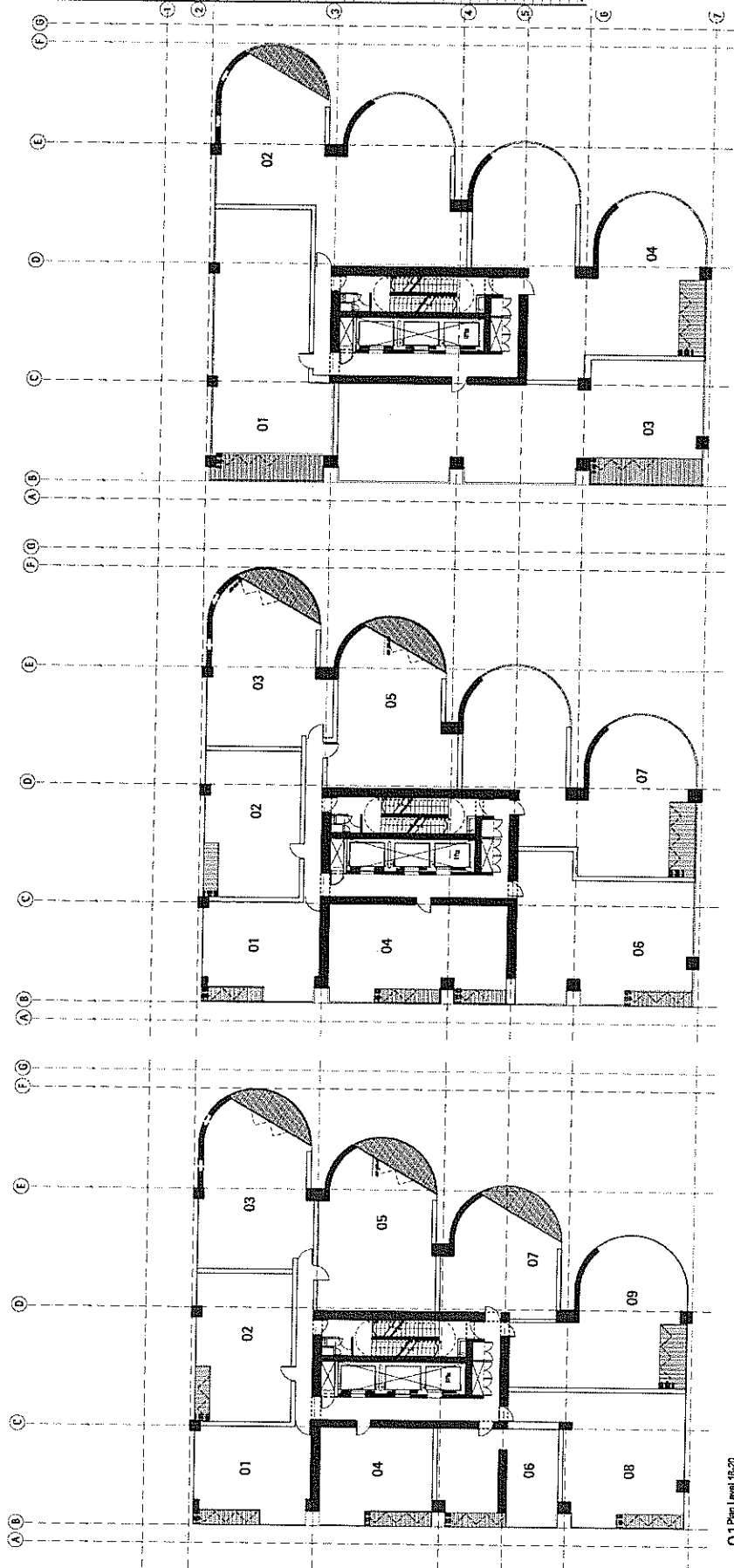
04 Section

Notes:
 1. All work shall be in accordance with the approved plans.
 2. All dimensions shall be in feet and inches unless otherwise specified.
 3. All work shall be in accordance with the approved specifications.
 4. All work shall be in accordance with the approved schedule.
 5. All work shall be in accordance with the approved budget.
 6. All work shall be in accordance with the approved contract.
 7. All work shall be in accordance with the approved drawings.
 8. All work shall be in accordance with the approved documents.
 9. All work shall be in accordance with the approved records.
 10. All work shall be in accordance with the approved files.



Prepared by: [Name]
 Date: [Date]
 Scale: [Scale]

Legend:
 1. As per the approved documents.
 2. As per the approved documents.
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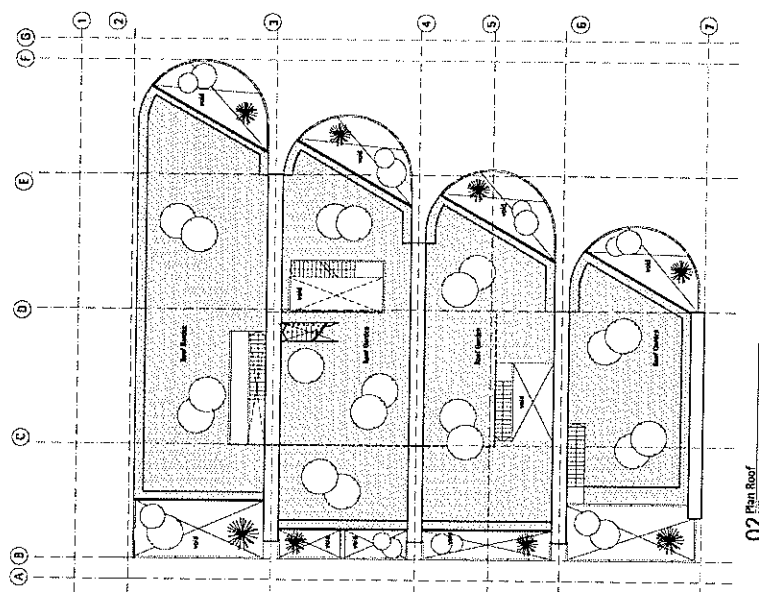


01 Plan Level 18-20

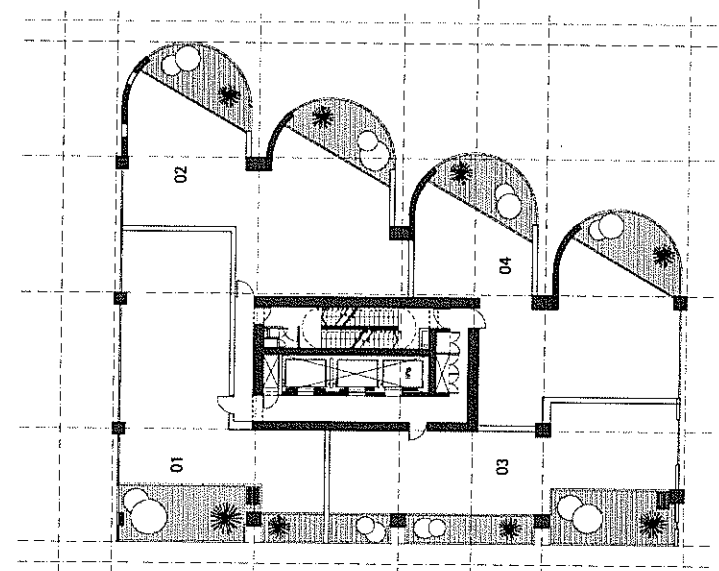
02 Plan Level 21-30

03 Plan Level 31-35

1. Do not use drawings, dimensions, notes, or specifications for construction unless they are specifically identified as such in the contract documents.
 2. All drawings shall be subject to the contract documents.
 3. The contractor shall be responsible for verifying the accuracy of all dimensions and quantities shown on the drawings.
 4. The contractor shall be responsible for obtaining all necessary permits and approvals for the work shown on the drawings.
 5. The contractor shall be responsible for obtaining all necessary approvals for the work shown on the drawings.
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 9. The contractor shall be responsible for obtaining all necessary approvals for the work shown on the drawings.
 10. The contractor shall be responsible for obtaining all necessary approvals for the work shown on the drawings.



02 Plan Roof



01 Penthouse Plan

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APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Street Address	826 -848 West Hastings Street	
Legal Description	Lots 3-6, Block 21, DL 541, Plan 210	
Applicant	Brook Development Planning	
Architect	Foster and Partners Architects, with collaboration by Walter Francl Architects	
Property Owner	Jameson Development Corp.	
Site	Area	1,158.3 m ² (12,468 sq. ft.)
	Width	31.7 m (103.9 ft.)
	Depth	36.5 m (120 ft.)

Development Statistics

	Existing Zoning	Proposed Development	Recommended
Zoning	Downtown Official Development Plan (Sub-Area 'B')	Comprehensive Development District (CD-1)	as proposed
Uses	Office, Retail, Service, Institutional and Cultural	Office, Retail, Service, and Residential	as proposed
Max. Floor Area			as proposed
Commercial	8 116 m ² (87,360 sq. ft.)	8 045 m ² (86,598 sq. ft.)	
Residential	0	18 628 m ² (200,517 sq ft.)	
Total	8 116 m ² (87,360 sq. ft.)	26 673 m ² (287,115 sq. ft.)	
Floor Space Ratio			as proposed
Commercial	7.0	6.95	
Residential	0.0	16.08	
Total	7.0	23.03	
Floorplate	n/a	763 m ² (8,213 sq. ft.)	as proposed
Amenity	10,000 sq. ft. or 20 % (max.)	two roof gardens plus off-site amenity	to be considered
Maximum Building Height	93.44 m (300 ft.)	114.6 m (376 ft.)	114.6 m (376 ft.)
Number of Storeys	37	37	as proposed
Parking, Loading, and Bicycle Spaces	as per Parking By-law	generally as per Parking By-law, except that bicycle parking requirements are not met	Generally as per Parking By-law