



CITY OF VANCOUVER
POLICY REPORT
DEVELOPMENT AND BUILDING

P2

Report Date: May 27, 2008
Author: Phil Mondor
Phone No.: 604.873.7727
RTS No.: 07154
VanRIMS No.: 11-3600-10
Meeting Date: June 10, 2008

TO: Vancouver City Council
FROM: Director of Planning
SUBJECT: CD-1 Rezoning - 1304 Howe Street

RECOMMENDATION

- A. THAT the application by HB/IBI Architects to rezone 1304 Howe Street (PID: 009-712-771; Lot A, Block 112, DL 541, Group 1, NWD Plan 9374) 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 set out in Appendix A;
 - (ii) revised plans prepared by HB/IBI Architects, received November 28, 2007, generally as set out in Appendix F; and
 - (iii) the recommendation of the Director of 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 CD-1 By-law for consideration at the Public Hearing.

- B. THAT, if the application is referred to a public hearing, the application to amend the Sign By-law, to establish regulations for this CD-1 in accordance with Schedule E [assigned Schedule "B" (DD)], be referred to the same Public Hearing; and

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

- C. THAT, subject to approval of the rezoning at a Public Hearing, the Noise Control By-law be amended to include this Comprehensive Development District in Schedule B generally as set out in Appendix C;

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

- D. THAT, should the application be referred to a Public Hearing, the registered property owner shall submit confirmation, in the form of "Letter A", that an agreement has been reached with the registered owner of a suitable donor site for the purchase of heritage bonus density as described in this report.
- E. THAT Recommendations A to C be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

GENERAL MANAGER'S COMMENTS

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

COUNCIL POLICY

- Downtown Official Development Plan (DD sub-area 'C' - maximum FSR 5.0, DD height area 'B' (300 ft. maximum)
- Downtown Transportation Plan (includes "Redesign of Granville Bridge Loops" as an implementation idea, p. 143)
- Downtown South Goals and Policies and Downtown South Guidelines
- Transfer of Density Policy and Procedure
- Financing Growth Policy

PURPOSE AND SUMMARY

This report assesses an application to rezone the subject site from DD (Downtown District) to CD-1 (Comprehensive Development) District. The application proposes a mixed-use 32-storey development in the form of a residential tower above a podium of commercial uses, amenity space and townhouses, with maximum height of 91.44 m (300 ft.). 193 dwelling units are proposed, including 4 townhouses at grade. LEED Silver equivalent is proposed.

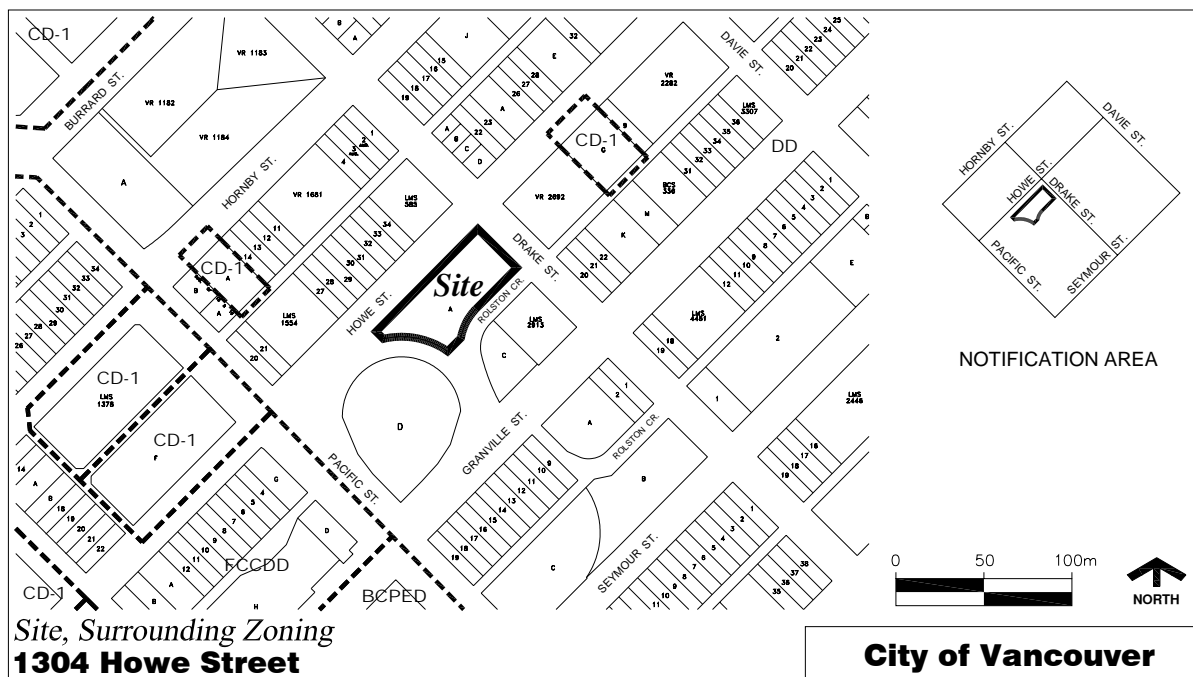
Rezoning is requested so as to increase the maximum floor space ratio (FSR) for residential uses from 3.0 to 6.89. The total FSR would be increased from 5.0 (5.5 with heritage density transfer) to 7.0. A total floor area of 16 225 m² (174,647 sq. ft.) is proposed on this 2 328 m² (25,054 sq. ft.) site: 16 041 m² (172,668 sq. ft.) in dwelling use and 208 m² (2,236 sq. ft.) in commercial uses at grade.

The development proposed in this application is designed to be compatible with the future removal of the Granville Bridge loops and the development of a more conventional grid street network in the two-block area bounded by Drake, Howe, Pacific and Seymour Streets, as described in the 2002 Downtown Transportation Plan. City staff have been developing a plan and public benefits strategy for the Loops area, including significant City-owned sites, primarily for residential use. The plan will be reported to Council later this year. This proposed rezoning is one of two which are being considered in advance of the plan, on the basis that they do not limit the propositions and options which Council will be asked to consider and their development and functioning does not require the removal of the loops.

In response to Financing Growth Policy, the developer has offered a community amenity contribution to mitigate the impacts of rezoning.

Staff assessment concluded that the application is supported. Staff recommend that the application be referred to a Public Hearing, and be approved subject to conditions.

Figure 1. Site and Surround Zoning (including Notification Area)



BACKGROUND

Site and Context: The site is comprised of an irregularly-shaped lot with area of 328 m² (25,054 sq. ft.) located at the southwest corner of Howe and Drake Streets. The site will require land swaps with the City in due course to form a rectangular site. The site is developed with a two-storey motel (previously Vancouver Travelodge Inn) which also contained a beer and wine store. The building was very recently demolished.

The site context is quite varied. Howe Street, one-way southbound, provides a major approach to the Granville Street Bridge and a more limited access to Pacific Street. Immediately south of the site, and accounting for its irregular configuration, is the loop on-ramp from Pacific Street to the Granville Street Bridge.

Surrounding development includes the Best Western Hotel (11 storeys, 108 ft.) across the lane (Rolston Crescent) to the east, Century Tower (19 storeys, 176 ft.) across Drake Street to the north, and Viva Tower (18 storeys, 192 ft.) across Howe Street to the west. Further south on Howe Street is the Executive Hotel/Portofino Tower (19 storeys). On the south side of Pacific Street, at 1455 Howe Street is the recently completed Pomeria, a 30-storey residential tower with a 4-storey townhouse form facing May and Lorne Brown Park, 3-storey townhouse form facing Howe Street, and a 2-storey live-work townhouse base facing Pacific Street.

Also on the south side of Pacific Street, a new one-block neighbourhood commercial centre, about 7 800 m² (approximately 85,000 sq. ft.), on City-owned land below the Granville Bridge and between its two viaducts, was endorsed by City Council in early 2004. Policies, guidelines and a Request for Proposals process for the 'Under the Granville Bridge' Neighbourhood Commercial Centre were approved by City Council in January, 2007.

Future Context: The City's intentions for the future of the two-block Granville Loops area (the cloverleaf interchange of the Granville Bridge with Pacific Street) form an important context for this rezoning. The Council-approved *Downtown Transportation Plan* (July, 2002) has a transportation vision for downtown Vancouver that it be the most accessible place in the region. For all trips, whether on foot or bicycle, by bus or car, the travel choices should be extensive and exciting and the travel experience should be pleasant. Among the many components and implementation ideas in the Plan, two pertain to the Granville Loops area:

- First, the plan seeks safety improvements to the crosswalks on the Granville Bridge at the Seymour off-ramp and Howe on-ramp. It also seeks improved pedestrian crossings of Pacific Street under the Granville Bridge which are challenged by grade changes and the vision obstruction caused by the bridge columns. Ultimately it is intended that these pedestrian improvements form part of the False Creek Pedestrian/Cyclist Crossing.
- Second, the plan proposes a redesign of the Granville Bridge "loops". The ramps are problematic for making pedestrian and bike connections. Also, development adjacent to the ramps is significantly compromised. The approved proposal is to extend the city's street grid into the 2-block area between Howe Street and Seymour Street south of Drake Street, providing good access for vehicles, pedestrians and cyclists both to and through the land parcels in the Loops area. Rolston Crescent, both east and west of Granville, would be extended south to Pacific Street, and an east-west link would be provided mid-block, connecting with Granville Street.

This new Granville Loops configuration would enhance the development potential of the lands in the two-block area, enabling significant residential development, including replacement of the Old Continental social housing facility with a new facility. The development of the City-owned sites within the road loops would offset the costs of reconstructing the roadways and contribute to the provision of amenities and services for the area.

The area would redevelop into a southern gateway or anchor for Granville Street, acting as a catalyst for further development of this southern end of one of the downtown's major streets. A redeveloped Granville Loops area will also have very close proximity to the new neighbourhood commercial centre proposed on the south side of Pacific Street under the Granville Bridge.

The plan for the Granville Loops area, including proposed transportation infrastructure, built form, public realm, and a public benefits strategy, is to be reported to Council later this year.

DISCUSSION

1. **Land Use:** The proposed primary use of the site is residential, with a small amount of local-serving commercial space at grade. These land uses are supported.

The present zoning provides for choice of use (up to 5 FSR which can be all commercial, or include up to 3 FSR residential). The proposal emphasizes residential. This is consistent with the evolving Loops plan, as well as with adopted Metro Core Issues and Directions adopted by Council in July 2007. The Metro Core study directs that increases in "job space" in the downtown be focussed in the CBD and CBD extension. The "shoulder areas" immediately south of the CBD/CBD extension should continue to permit mixed use, but with a continuing 2 FSR commercial requirement (as per recent practice and the interim policies). The Loops area is functionally part of the Downtown South residential area, and the provision of "job space" is not a significant role. The requirement for non-residential is seen as being limited to Granville Street and Drake frontages.

Questions arose during application review regarding the amount and location of commercial floor area at grade. Given that Howe Street south of Davie is one of streets for which the Downtown ODP prohibits retail use, and given too that Rolston Crescent is intended to be a residential, pedestrian-friendly street, it is recommended that commercial uses on the site be limited primarily to the Drake Street frontage. A reduced amount of commercial floor area will also remove the need for vehicular access to loading from Rolston Crescent, and enable the 4 townhouses proposed to be increased to 5 or 6.

Staff note that a 7 800 m² (approximately 85,000 sq. ft.) neighbourhood commercial centre is proposed on the south side of Pacific Street, to include a small grocery store, drug store and other stores or a restaurant as well as offices or retail on the upper storeys of buildings.

2. **Form of Development:** The application proposes a 32-storey residential tower with townhouses, amenity space and a small amount of commercial floor area at grade level. A 3-storey element is proposed fronting Drake and focused to the Howe Street corner. 193 dwelling units are proposed (this number could vary at the DE stage). Parking is proposed below-grade, with access from a mews on the south part of site. (See excerpts from plans in Appendix E and statistics in Appendix F.)

Staff have reviewed the performance of building siting and massing on setbacks, streetscape, public realm, and livability for neighbouring development. For this purpose, staff and the applicant were guided by the Downtown South Guidelines. While these are not stated to apply to this area, they are appropriate for the residential setting which is anticipated to emerge in the Granville Loops area. Staff have also examined the proposal in the context of the most likely form and density of development in a redeveloped Granville Loops area as has been explored by City staff and consultants. Residential towers are contemplated, with townhouses at grade fronting Rolston Crescent extensions, and heights ranging from 45.72 m (150 ft.) to 91.44 m (300 ft.) and possibly more, depending on further studies yet to be completed.

The proposed tower form on this site and its siting are consistent with the pattern of highrise development in the surrounding area and generally satisfy relevant urban design guidelines and will meet privacy and livability expectations. The proposed tower floor plate will be smaller than the maximum acceptable in Downtown South. A minimum tower separation of 24.4 m (80 ft.) with a future tower to the south, as usually required, can be anticipated, with a very good possibility it will be more than that. The tower proposed on the subject site is approximately 18.3 m (60 ft.) from its south property boundary.

The proposed total height of the building is 91.44 ft. (300 ft.), which is the maximum height in this zoning district. The site is not affected by view cones identified in the View Protection Guidelines and so the proposed height is supportable.

The application was reviewed twice by the Urban Design Panel, achieving unanimous support in a second review (see minutes in Appendix D).

Staff concluded its urban design assessment with support for the proposed form of development and a recommendation that it be approved subject to conditions which seek some additional design development at the development application stage (see draft By-law provisions in Appendix A and design development conditions in Appendix B).

3. Density: A total floor area of 16 248.6 m² (174,904 sq. ft.) is proposed in this development, with floor space ratio of 6.98 on a gross site area of 25,054 sq. ft. site (before dedications). This includes residential floor area of 16 040.86 m² (172,668 sq. ft.) and commercial floor area of 207.72 m² (2,236 sq. ft.), or residential FSR of 6.89 and commercial FSR of 0.089.

The maximum FSR which can be achieved under existing zoning is 5.0 (5.5 if the site is approved as a receiver site for 10 % heritage density transfer). The maximum floor space ratio in residential use which can be achieved under existing zoning is 3.0 (or 3.5 with heritage density transfer). The increase in total FSR is 27.3 percent, and the increase in residential FSR is double.

The urban design assessment, as summarized above, concluded that the proposed additional floor area can be accommodated within the development proposed on the site. Staff thus support the proposed increase in density from FSR 5.0 to 7.0. Within that total FSR, staff do not recommend a limitation on residential density given how they are discouraging any commercial floor area on the Howe Street and Rolston Crescent frontages.

4. Parking, Loading, and Circulation: Engineering staff have reviewed the implications of increased residential density on this site and concluded that Engineering Services have no objection to rezoning approval subject to conditions (see Appendix B).

Five levels of parking, providing 204 parking spaces and 243 bicycle parking spaces, are proposed below grade, with access from a mews at the south end of the site. Engineering Services staff recommend a residential parking standard which slightly modifies the present requirement in Downtown South.

The provision of a Class B loading space to serve the residential development has presented somewhat of a challenge. Staff have recommended that access to at-grade loading spaces on Rolston near Drake be removed to provide for more townhouses. However, providing this large loading space below grade would require a much larger and more intrusive opening to the vehicular access in the mews at the south end of the site. Staff have identified modifications to the configuration, landscaping and surface treatment of the mews which could accommodate a loading space in the mews, bearing in mind the infrequent usage of such a space.

Regarding commercial loading, a minimum of one Class B loading space will be required if 207.7 m² (2,236 sq. ft.) of commercial space is provided in the development as has been proposed in the application. To avoid at-grade loading access from Rolston, as discussed previously, loading would have to be provided below-grade with elevator access to the commercial floor area. In Parking By-law provisions, no loading space is required if commercial floor area is reduced to less than 100 m² (1,076 sq. ft.). Staff support a reduced commercial floor area given the prohibition on retail uses on Howe Street and the residential role for Rolston Crescent.

Some conditions of approval are recommended by Engineering Services staff to address the future removal of the Granville Loops and the extension of Rolston Crescent. Given the roadway conditions which will constrain future development of the City-owned site to the south of the rezoning site, it has been determined that parking access to that site should be provided through the mews at the south end of the rezoning site. One rezoning approval condition seeks a right-of-way to provide public access to the mews, including access to below-grade parking for the future development site. Another condition addresses the need to undertake some reconfiguration and rebuilding of the mews area when the Granville Loops are removed and Rolston is extended.

5. Sustainability: The City's Green Building Strategy seeks to reduce the impacts of buildings on the local environment and global climate change. The strategy is in evolution and will eventually have several implementation measures, including Vancouver Building By-law amendments, to ensure that mid- and high-density residential, mixed-use, commercial and industrial developments will reach at least the equivalent of LEED™ (Leadership in Energy and Environmental Design) Silver certification. In this context, rezoning applicants are strongly encouraged to utilize sustainability principles and to submit a preliminary LEED™ scorecard for their proposed development.

The applicant proposes a development which will target LEED silver equivalent standard. Staff support this and recommend that measures proposed by the applicant be pursued through the development application stage and that the applicant be encouraged to make best efforts to achieve a LEED silver standard as the detailed building design proceeds.

6. **Public Input:** A rezoning information sign was installed on the site on April 13, 2007 and a notification letter dated April 11, 2007 was mailed to the 293 property owners in the surrounding area. This information and notification has drawn very little response. On behalf of the residents at 1330 Hornby Street, a mid-block, midrise courtyard development a block to the west, the chair of the strata council has expressed concern that the development and its courtyard would be affected by the loss of early morning sunlight as a result of the proposed tower on the rezoning site.

PUBLIC BENEFITS

1. **Public Art:** The Public Art Program requires for rezonings involving floor area of 15 000 m² (161,463 sq. ft.) or greater that they allocate a portion of their construction budgets to public art as a condition of rezoning. With 16 225 m² (174,647 sq. ft.) proposed in this rezoning, a public art budget of \$165,915 can be anticipated.

2. **Development Cost Levies:** Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, child care facilities, replacement housing (social/non-profit housing), and various engineering infrastructure. The site is located in the city-wide DCL area where the rate is \$64.59/m² (\$6.00/sq. ft.). On this basis, DCLs of \$1,047,882 are anticipated, and are to be collected prior to building (BU) permit issuance.

3. **Heritage Density Transfer:** The applicant proposes a transfer of heritage bonus density from a suitable donor site, as provided for under existing zoning (a 10% increase in the maximum density of FSR 5.0). A transfer of 1 163.8 m² (12,527 sq. ft.) is proposed which, at current market price (\$65/sq. ft.), has a value of \$814,255. Staff support this and recommend that a Letter A (letter of intent with proposed vendor) be submitted prior to Public Hearing (Recommendation D).

4. **Community Amenity Contribution (CAC):** The City's Financing Growth Policy anticipates community amenity contributions from rezoning applicants to mitigate the impacts of rezoning. For this rezoning, the developer has offered a CAC of \$7,000,000 to address amenity needs in the area surrounding the rezoning. Staff recommends that this offer be accepted. However, this amount will be reduced by the amount of a cash contribution for the reconstruction of mews access from Rolston Crescent to accommodate the re-alignment of Rolston Crescent as a result of the future removal of the Granville Bridge Loop (this amount to be determined prior to by-law enactment and not expected to exceed \$100,000).

Staff notes that Granville Loops Area Plan is proposed to be accompanied by a public benefits strategy to address funding for amenities and services which are necessary for an increased population. The CAC offered by the developer will contribute to that strategy.

The total value of the foregoing public benefits, including public art budget, heritage density transfer and the CAC is estimated to be \$9,028,052, minus some limited amount to address road modifications related to future Loops removal.

FINANCIAL IMPLICATIONS

Approval of the report recommendations will have no financial implications with respect to the City's operating expenditures, fees, or staffing.

APPLICANT COMMENT

The applicant has been provided a copy of this report and offers the following comment:

"The Applicant is content with this report and looking forward to seeing this long awaited project move forward through approvals. Thank you to City staff for their efforts in moving this complex rezoning through to this point."

CONCLUSION

Staff assessment of this application concluded that the proposed land uses, density, and height are supported. The Director of Planning recommends 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 Planning that it be approved, subject to the conditions listed in Appendix B, including approval in principle of the form of development as shown in plans included here as Appendix E.

* * * * *

1304 Howe Street
DRAFT CD-1 BY-LAW PROVISIONS

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

1. Uses

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

- (a) Multiple Dwelling Use in conjunction with any of the following;
- (b) Institutional Uses, limited to Child Day Care Facility, Social Service Centre, and Special Needs Residential Facility (Community Care Facility);
- (c) Office Uses;
- (d) Retail Uses;
- (e) Service Uses; and
- (f) Accessory Uses customarily ancillary to the above uses.

2. Conditions of Use

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

3. Floor Area and Density

3.1 The maximum floor space ratio is 7.0. For the purpose of computing floor space ratio, the site is deemed to be 2 327.52 m² (25,054 sq. ft.), being the site size at time of application for rezoning, prior to any dedications.

3.2 Computation of floor space ratio must include all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, to be measured to the extreme outer limits of the building.

3.3 Computation of floor area must exclude:

- (a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that the total area of all exclusions does not exceed 8 percent of the residential floor area being provided;

- (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
 - (c) the floors or portions of floors used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which, in the opinion of the Director of Planning, are similar to the foregoing, that, for each area, is at or below the base surface, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length;
 - (d) undeveloped floor area located above the highest storey or half-storey with a ceiling height of less than 1.2 m and to which there is no permanent means of access other than a hatch;
 - (e) residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
 - (f) amenity areas, including day care facilities, recreation facilities, and meeting rooms, provided that the total area excluded does not exceed 1 000 m²; and
 - (g) where a Building Envelope Professional as defined in the Building By-law has recommended exterior walls greater than 152 mm in thickness, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness.
- 3.4 Computation of floor area may exclude, at the discretion of the Director of Planning or Development Permit Board:
- (a) enclosed residential balconies if the Director of Planning or Development Permit Board first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure subject to the following:
 - (i) the total area of all open and enclosed balcony or sundeck exclusions does not exceed 8 percent of the residential floor area being provided; and
 - (ii) no more than 50 percent of the excluded balcony floor area may be enclosed;
 - (b) windows recessed into the building face to a maximum depth of 160 mm, except that the Director of Planning or Development Permit Board may allow a greater depth in cases where it improves building character;
 - (c) unenclosed outdoor areas at grade level underneath building overhangs, provided that the Director of Planning or Development Permit Board first considers all applicable policies and guidelines adopted by Council and approves the design of any overhangs, and provided that the total area of all overhang exclusions does not exceed 1 percent of the total floor area being provided;
 - (d) passive solar appurtenances to reduce solar gain; and

- (e) structures such as pergolas, trellises, and tool sheds which support the use of intensive green roofs and urban agriculture.

3.5 The use of floor space excluded under section 3.3 or 3.4 must not include any purpose other than that which justified the exclusion.

4. Height

4.1 The maximum building height, measured above base surface, must not exceed 91.44 m (300 ft.), except that the Director of Planning or Development Permit Board may approve additional height to accommodate any change in building grades which are undertaken by the City, such height increase not to exceed 3 m (10 ft.).

4.2 Section 10.11 of the Zoning and Development By-law is to apply to this By-law, except that if:

- (a) in the opinion of the Director of Planning or Development Permit Board, higher structures such as:

- (i) elevator enclosures, lobbies, and stairwells that provide access for building occupants to rooftop common area,
- (ii) guardrails that do not exceed the minimum height specified in the Building By-law, and
- (iii) pergolas, trellises, and tool sheds that support the use of intensive green roofs and urban agriculture,

will not unduly harm the liveability and environmental quality of the surrounding neighbourhood; and

- (b) the Director of Planning or Development Permit Board first considers:

- (i) all applicable policies and guidelines adopted by Council,
- (ii) the submission of any advisory group, property owner, or tenant, and
- (iii) the effects on public and private views, shadowing, privacy, and open spaces,

the Director of Planning or Development Permit Board may allow a greater height for any such structure.

5. Parking, Loading and Bicycle Parking

5.1 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 and mixed-use reduction, except as follows:

- (a) for multiple residential uses, a minimum of 0.1 parking space per 10 m² of gross floor area shall be provided, except that there need be no more than 1.25 spaces for every dwelling unit;

- (b) Loading is to be provided as follows:
- (i) two class A loading spaces for retail floor area exceeding 100 m² (1,076 sq. ft.) and not exceeding 300 m² (3,228 sq. ft.), provided each retail unit is equal to or less than 100 m² (1,076 sq. ft.) in size, and if loading is located below grade, these spaces should have access to the retail area via elevator service; and
 - (ii) one Class B loading is to be provided at grade and shared between commercial and residential occupants.

6. Acoustics

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

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

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1304 HOWE STREET
PROPOSED CONDITIONS OF APPROVAL

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

A) PROPOSED CONDITIONS: FORM OF DEVELOPMENT

- (a) THAT the proposed form of development be approved by Council in principle, generally as prepared by HB/IBI Architects, and stamped "Received Planning Department, November 28, 2007", provided that the Director of Planning or the Development Permit Board, as the case may be, may allow 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

- (i) design development to provide grade-level setbacks from the property line, after dedication(s) where applicable, to the principle building façades, as follows:
 - a) 1.8 m (6.0 ft.) from the Howe Street property line,
 - b) 1.8 m (6.0 ft.) from the Drake Street property line,
 - c) 4.5 m (14.8 ft.) from the Rolston Crescent property line, and
 - d) 20.1 m (66.0 ft.) from the future south property line;

Note to applicant: The objective in (d) is to achieve approximately 24.4 m (80.0 ft.) separation between main living spaces facing each other above the second floor across the mews when the future site to the south is developed. Upper portions of the tower (3rd floor level and above) may project into this setback up to a maximum 0.6 m (2.0 ft.) for architectural expression and articulation subject to unit configuration and orientation that address this privacy interface.

- (ii) design development to enhance the Howe Street frontage with particular attention given to façade treatment of the parking ramp and amenity space;
- (iii) design development to the townhouse frontage along Rolston Crescent by increasing the number of townhouse units and providing a detailed townhouse interface with the public realm treatment along Rolston Crescent to achieve a surveilled, high-quality, pedestrian-friendly street edge;

Note to applicant: Increasing the number of townhouse units can be achieved by reducing the retail loading requirement and locating the residential loading to either the mews or below grade parking structure. Submission of large scale

architectural section and elevations is required illustrating the interface with the public realm, including details of planters, guardrails, stairs, etc. and the underground parking substructure.

- (iv) design development to the mews to enhance the pedestrian experience within this vehicular environment with high quality hard and soft landscape treatments;

Note to applicant: Street interface solutions should be provided, for both existing and anticipated future building grade conditions, with particular consideration given to pedestrian access and parking and loading access.

- (v) provision of high quality, durable architectural materials and detailing;

Note to applicant: Design development could include increasing the amount of the proposed clay material with respect to how the building relates to grade, including the tower base, the townhouse frontages, and the smaller corner building at Howe and Drake Street;

- (vi) provision of non-residential floor area fronting Drake Street to provide pedestrian interest and amenity, including weather protection along the Drake Street frontage and any frontage along Howe St. which has retail floor area behind;

- (vii) design development to incorporate acoustical measures to address traffic noise associated with Howe Street;

- (viii) design development to the bridge circulation connection elements to enhance their visual quality as light and transparent;

- (ix) design development to minimize the impact of mechanical vents;

Note to applicant: Vents servicing the below grade parking structure should be located to minimize their impact of the pedestrian environment.

Crime Prevention Through Environmental Design (CPTED)

- (x) design development to take into consideration the principles of CPTED, having particular regard to:
- reducing opportunities for theft in the underground parking; and
 - reducing opportunities for break and enter and vandalism;

Urban Agriculture

- (xi) design development to utilize edible landscaping materials, with particular attention being given to the use of edible shrub plantings that provide all season interest, for use in the planters bordering the amenity spaces on level 3;

Landscape

- (xii) design development to the public realm at the street level on Rolston Crescent to provide more interest for the pedestrian;

Note to Applicant: This may include the provision of bike racks, benches and other street furnishings.

- (xiii) design development to ensure all season interest within the plantings proposed for planters around the building edge;

Note to Applicant: This can be achieved by adding evergreen shrubs to the proposed long grasses.

- (xiv) design development to any green roof to consider providing an extensive green roof planting area;
- (xv) provide a full Landscape Plan illustrating proposed plant materials (common and botanical names), including sizes and quantities, paving, walls, fences, and other landscape elements including site grading. The Landscape Plan should include notation to confirm all existing trees to be removed and an outline of the proposed underground parking garage;

Notes to Applicant:

1. The Landscape Plan is to be at 1:100 (1/8" = 1'-0").
2. Proposed plant materials are to be clearly illustrated on the Landscape Plan.
3. Sections (min. scale 1/4"=1'-0") should be provided of the parking garage slab at street level and property line indicating notches to allow a minimum 48" in soil depth for root ball of the inside row or trees along Rolston Crescent and the mews.
4. Confirm on P1 plan that a continuous trench is provided between street trees.
5. Provide sections (min. scale 1/4"=1'-0") thru all roof top planters confirming 24" depth for shrubs and 36" depth for trees.

- (xvi) an irrigation system shall be specified in all landscaped common areas, including the entry and upper terrace areas. Hose bibs should be provided in private areas such as patios and courtyards. Notations to this effect should be shown on the drawing;

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

Engineering

- (xvii) provision of a transportation study to the satisfaction of the General Manager of Engineering Services;
- (xviii) provision of site/landscape plans showing proposed and potential future configurations of the mews and adjoining landscaping treatments;
- (xix) vehicle entries should be standard City crossings not curb returns;

- (xx) the parkade ramp should begin its slope at the property line following the road dedication (i.e., at the City building grade line);
- (xxi) clarification and confirmation of the garbage pick up operations will be required. Consultation with a waste hauler and confirmation that they can pick up from the location shown is required. Note: the loading operation for garbage should not rely on any storage of bins on public property or in locations that would impede vehicular access to and from the site;
- (xxii) corner cuts will be necessary at the top and bottom of the ramps to provide adequate 2-way traffic flow where over 200 cars are served;
- (xxiii) development permit drawings should show turning swaths for all points of access, including loading bays to confirm safe and adequate operations. Note: The provisions of the loading and parking design supplement are to be followed in this regard;
- (xxiv) changes to the bicycle parking requirements of the Vancouver Parking By-law should be addressed to ensure there are no shortfalls at permit issuance;

Sustainability

- (xxv) a preliminary LEED score card should be submitted with development (DE) application showing proposed strategies for attainment of at least LEED Silver or equivalent;

Note to Applicant: Registration and certification with CAGBC (Canada Green Building Council) to achieve LEED Silver certification is encouraged but not required. Best effort to pursue equivalency to the satisfaction of the Director of Planning will be accepted.

B) PROPOSED CONDITIONS: BY-LAW ENACTMENT

AGREEMENTS

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

TITLE CHARGE SUMMARY

- (i) provide to the Director of Legal Services an annotated title charge summary;

ENGINEERING

- (ii) make arrangements for the following to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services:
 1. Dedication for road purposes of the 148.8 m² portion of Lot A lying east of a line drawn parallel to and 0.9 metres west of the existing 108' length of

- easterly property line and a southerly production of that line. See Land Survey Branch (Sketch LB 913) for details;
2. Dedication for road purposes of the 78.6 m² portion of Lot A lying southerly of a line drawn approximately parallel to Drake Street and 8.664 m northerly along the west limit of Lot A from the south westerly corner of Lot A. See Land Survey Branch (Sketch LB913) for details;
 3. Provision of public right of way over the westerly 1.1 meters of lot A from Drake to the proposed south property line of the reconfigured site;
 4. Provision of a surface right of way for public access over the proposed mews including options to accommodate site/access changes as a result of the Granville Loops realignment such arrangements to include on-going maintenance obligations for the right-of-way area;
 5. Provision of adequate water service to the site. Details of the water demands and fire flow rates for the site are required to determine if upgrading of the existing water system is necessary;
 6. Provision of adequate storm and sanitary service to the site. Additional project details are required to determine if the existing storm and sanitary system are adequate to serve the site or if upgrading is necessary;
 7. Undergrounding of all new utility services from the closest existing suitable service point. All services and in particular electrical transformers to accommodate a primary service must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch is encouraged;
 8. Provision of upgraded sidewalks and street trees adjacent the site in keeping with sidewalk treatments in the area;
 9. Provision of an adjusted curb return at Howe Street and Drake Street (south east corner) and adjusted curbing along the east side of Howe Street from Drake Street to the south to align the Howe street curb with the curbing north of Drake Street all on the east side of Howe Street and maximize the sidewalk width along the Howe Street frontage of the site including relocation of effected traffic signal poles, street lighting and related utilities;
 10. Cash contribution (to be determined but not likely to exceed \$100,000) for the reconstruction of mews access from Rolston Crescent to accommodate the re-alignment of Rolston Crescent as a result of the future removal of the Granville Bridge Loop; and
 11. Appropriate servicing agreement setting out all aspects of redevelopment and future obligations for mews access, road modifications including sidewalk upgrading and provision of street trees adjacent the site and maintenance obligations where applicable;

SOILS

- (iii) do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter, as required by the

Manager of Environmental Protection and the Director of Legal Services in their discretion;

- (iv) if a Certificate of Compliance is required by the Ministry of Environment as a result of a completed site profile, 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 a Certificate of Compliance has been provided to the City by the Ministry of Environment;

HERITAGE DENSITY TRANSFER

- (v) secure the purchase and transfer of 1 163.8 m² (12,527 sq. ft.) heritage density from a suitable donor site(s);

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

COMMUNITY AMENITY CONTRIBUTION

- (vi) payment of the community amenity contribution of \$7,000,000 which has been offered to the City, this amount to be reduced by the cash contribution in condition (i)(10.) above.

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

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

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.

* * * * *

1304 HOWE STREET
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SIGN BY-LAW NO. 6510

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

"1304 Howe Street [CD-1 #] [By-law #] B (DD)"

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

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

"[CD-1 #] [By-law #] 1304 Howe Street".

* * * * *

1304 HOWE STREET
ADDITIONAL INFORMATION

1. **Comments of the General Manager of Engineering Services:** In a memo dated May 10, 2008, the Acting Manager of the Projects Branch, Engineering Services, states that Engineering Services has reviewed the application and provides the following for inclusion in the report:

"This will refer to an application to rezone the property at 1304 Howe Street from Downtown District (DD) to CD-1 to allow for a mixed use development consisting of 197 dwelling units, and commercial/retail uses at grade with an overall Floor Space Ratio (FSR) of 6.98. The application contemplates the reconfiguration of the existing Granville Bridge loops to a more conventional "grid" based street network.

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

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

- Dedication for road purposes of the 148.8 m² portion of Lot A lying east of a line drawn parallel to and 0.9 m west of the existing 108 ft. length of easterly property line and a southerly production of that line. See Land Survey Branch (Sketch LB 913) for details.
- Dedication for road purposes of the 78.6 m² portion of Lot A lying southerly of a line drawn approximately parallel to Drake Street and 8.664 m northerly along the west limit of Lot A from the south westerly corner of Lot A. See Land Survey Branch (Sketch LB913) for details.
- Provision of public right of way over the westerly 1.1 m of lot A from Drake to the proposed south property line of the reconfigured site.
- Provision of a surface right of way for public access over the proposed porte-cochere including options to accommodate site/access changes as a result of the Granville loops realignment such arrangements to include on-going maintenance obligations for the right of way area.
- Provision of adequate water service to the site. Details of the water demands and fire flow rates for the site are required to determine if upgrading of the existing water system is necessary.
- Provision of adequate storm and sanitary service to the site. Additional project details are required to determine if the existing storm and sanitary system are adequate to serve the site or if upgrading is necessary.
- Under grounding of all new utility services from the closest existing suitable service point. All services and in particular electrical transformers to accommodate a primary service must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground/overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch is encouraged.

- Provision of upgraded sidewalks and street trees adjacent the site in keeping with sidewalk treatments in the area.
- Provision of an adjusted curb return at Howe Street and Drake Street (south east corner) and adjusted curbing along the east side of Howe Street from Drake Street to the south to align the Howe street curb with the curbing north of Drake Street all on the east side of Howe Street and maximize the sidewalk width along the Howe Street frontage of the site including relocation of effected traffic signal poles, street lighting and related utilities.

The arrangements are to include appropriate servicing agreements setting out all aspects of redevelopment and future obligations for road modifications including sidewalk upgrading and provision of street trees adjacent the site and maintenance obligations where applicable, all works are fully at the applicant's expense.

The following are to be provisions of the CD-1 by-law.

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 and mixed-use reduction, except that for multiple residential uses, a minimum of 0.1 space per 10 m² of gross floor area shall be provided, except that there need be no more than 1.25 spaces for every dwelling unit and Class A bicycle spaces shall have a minimum of 70% horizontal spaces, and a maximum of 30% may be vertical spaces. A minimum of 20% of all bicycle spaces provided shall be bike lockers, and a minimum of 20% of the total number of provided bicycle spaces must have electric outlets.

Loading is to be provided as follows:

- Provision of 2 class A loading spaces are required and are to be located underground with convenient access to the commercial/retails units via elevator service.
- Class B loading is to be provided at grade and shared with residential users for loading purposes, the shared use to be secured with appropriate agreements prior to issuance of the related development permit. The design and location of the class B loading space is to be to the satisfaction of the General Manager of Engineering Services.

The following issues are to be addressed at the development permit stage.

- Provision of a transportation study to the satisfaction of the General Manager of Engineering Services.
- Provision of site/landscape plans showing proposed and potential future configurations of the porte-cochere and adjoining landscaping treatments.
- Vehicle entries should be standard City crossings not curb returns.
- The parkade ramp should begin its slope at the property line following the road dedication. (i.e., at the City building grade line)
- Clarification and confirmation of the garbage pick up operations will be required. Consultation with a waste hauler and confirmation that they can pick up from the location shown is required. Note: the loading operation for garbage should not rely on any storage of bins on public property or in locations that would impede vehicular access to and from the site.

- Corner cuts will be necessary at the top and bottom of the ramps to provide adequate 2 way traffic flow where over 200 cars are served.
- The development permit drawings are to include turning swaths for all points of access, including loading bays to confirm safe and adequate operations. Note: The provisions of the loading and parking design supplement are to be followed in this regard.
- Note: potential changes to the bicycle parking requirements of the Vancouver parking by-law should be considered in the building design to ensure there are no shortfalls at permit issuance. (It's expected that these changes will be in place before the related development permit is issued.)"

2. **Urban Design Panel:** The Urban Design Panel reviewed this proposal on two occasions.

2.1 On May 9, 2007, the application submitted April 3, 2007 was not supported.

EVALUATION: NON-SUPPORT (0-9)

- **Introduction:** Phil Mondor, Rezoning Planner, introduced the project for a rezoning in Sub Area C of the Downtown District at 1304 Howe Street. The height limit is 300 feet and the proposed application is for 286 feet. There are no view protection limits that apply to the site. The maximum FSR that can be approved on the site is 5.0 and the application is seeking 6.97 FSR. Rezoning to CD-1 means considering relevant City Policy including the Downtown South Guidelines even though the project is not in that area but since it is close the guidelines should be taken into consideration. The Downtown District Interim Policy does not apply to the project. In 2002, the City approved the Downtown Transportation Plan. Two items were referenced for future study. The first study is called Under the Bridges Area and is located between Pacific and Beach Avenues and Howe and Seymour Streets. The second one is the Granville Loops Area. A study was undertaken earlier this year to redevelop the City owned lands into a residential precinct. The loops are to be removed and the streets are to be reshaped. There are currently two proposals for the area including the rezoning and redevelopment of the Yale and Cecil Hotel sites.

Anita Molaro, Development Planner, using the model for reference described the development for the site and the surrounding area. Ms. Molaro noted the proposal is for a one storey podium topped by a 29 storey residential tower on the south side of the site and a six storey building consisting of double height lofts on the north side of the site. Pedestrian bridges connect the two buildings. The first storey consists of the entry lobby, an amenity room and townhouse units with street oriented front doors and raised patios.

Advice from the Panel is sought on the following:

- the urban design response developed for this site and its relationship within the surrounding context taking into consideration;
 - siting
 - tower form and massing, relationship to Howe Street
 - street wall/scale and articulation - both Howe and Drake streets
 - site access - noting emphasis for Rolston as a residential street

- landscape
- street uses interface;
- any other comments that panel would like to provide;
- preliminary comments on the proposed materials;
 - clay tile cladding
 - transparency of bridge elements
 - glass color.

Mr. Mondor and Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Martin Bruckner, Architect, and Drahan Petrovic Architect, explained in more detail the design of the project. They described the suite layouts, the materials being used as well as the sustainability features.

Peter Kreuk, Landscape Architect, described the landscaping plans for the project. Mr. Kreuk noted there will be a water feature at the front entry that will be sourced amongst the plantings, cascading in front of the entry and finishing in a linear channel with up lights and fountains.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Some general concern about the distribution of mass;
 - Concern regarding site access, the loading access, the location of the entry and the distribution of open space around the site;
 - Concern about the Howe Street frontage, uses and public realm interface; and
 - Some concern about the bridge elements being too heavy.
- **Related Commentary:** The Panel did not support the proposal. After reviewing the model and posted drawings, the Panel commented as follows:

Some general concern from the Panel members regarding the distribution of the mass on the site or perhaps the mass isn't distributed in a manner that suits the context. The Panel thought it would have been helpful to see how the building fitted into its potential future context. Some of the Panel was concerned about the proximity of the building to the other two towers and suggested that the tower plates be shaped on the upper floors to maximize the separation. It was also thought the building was too close to Howe Street. Some of the Panel thought there should be a sense of connection using a canopy or some sort of street front uses that would respond to the future pedestrian connection to False Creek. Some panel members thought that the Howe Street articulation and proposed uses did not respond to the context.

There was good support for the tower and for the general articulation. Some Panel members felt the tower could have a more slender massing and that more mass could be distributed to the corner of Howe Street.

Some of the Panel thought there was potential for a more pedestrian friendly street that connects to the mews to encourage pedestrian movement and slow down traffic. The mews in its current configuration is not convincing and it was suggested to have a less public location for the loading. The Panel suggested reworking the mews to provide more green space and public amenity. The Panel also thought the landscaping was on the dark side and was being shaded by the tower.

The Panel thought the water feature on the front entry felt too tight at the corner and suggested the building could be set back to make the entrance more gracious. Several Panel members thought the residential access should be from Rolston Street.

There was strong support for the materiality with a lot of excitement around the proposed materials and composition. The Panel was impressed by the level of articulation and detail and also thought the liveability of the units was very well considered for this phase of project.

Most of the Panel liked the design for the smaller building. It was suggested that the applicant apply the same scale to both buildings and not distinguish them as two buildings. Most of the Panel felt the applicant should downplay the massing of the bridges as there was some concern about the bridge elements being too heavy.

Most of the Panel thought this should be an iconic building as people entering the downtown will see the building as they come across the Granville Street Bridge. One panel member thought the elevation facing Granville Street looked like the back of the building.

The Panel acknowledged that some moves had been made to respond to sustainability but there was general encouragement from the Panel to take the next step to work towards more passive design.

Applicant's Response: Mr. Bruckner thanked the Panel for their comments stating they would take them into consideration. He noted that the tower location was set by the anticipation of the mews being developed.

2.2 On December 5, 2007, the revised application submitted November 28, 2007 was unanimously supported.

EVALUATION: SUPPORT (6-0)

- **Introduction:** Phil Mondor, Rezoning Planner, introduced the application for a site in the new area that is being developed in the Granville loops area which is at the north end of the Granville Street Bridge. The area is being rezoned from DD to CD-1.

Richard Johnson, Planner, gave a short presentation on the Granville Loops study area. He noted that the area is located in Area C of the Downtown Official Development Plan (ODP) but was not included in the ODP. The main objective is to provide an improved roadway connection and "gateway" to Vancouver.

Anita Molaro, Development Planner, using the context model, described the future development for the area. She noted that the proposal had not been supported at the previous Panel in May 2007. The Panel was concerned with the distribution of the mass and thought it should be more slender. Also the Panel had concerns with the parking access and public realm interface. In response the applicant has added some additional height to the building and reduced the floor plates. As well the applicant has sculpted and shaped the building for a more slender expression and has also relocated the parking and loading access. The podium set back has been increased by three feet for a total of nine feet and a continuous glass canopy has been added. The retail has been wrapped around the corner and the outdoor amenity space has been moved to the roof of the smaller building at Drake Street.

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

Does the Panel support the urban design response developed for this site and its relationship within the surrounding context taking into consideration:

- Siting;
- overall form of development including tower form/massing/height and proposed density (7.0 FSR);
- public realm interface/street wall/scale and articulation:
 - Howe/Drake/Rolston;
- Site access; and
- Landscape.

Mr. Mondor, Mr. Johnson and Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Martin Bruckner, Architect, further described the proposal. He noted that the tower location was planned to have the minimum eighty foot separation from any future development on the adjoining site. In reshaping the tower, the applicant has increased the separation of the tower from the Best Western Hotel. Mr. Bruckner noted there is only one place that the parking ramp can be located on the site.

Drahan Petrovic, Architect, described the response to the different orientations. He noted that on the south-east façade two feet wide overhangs and balconies are planned and on the south-west façade there will be five feet wide overhangs which will be either balconies or sun-shades.

Jane Durante, Landscape Architect, described the landscape plans noting the changes to the outdoor amenity space on the roof of the smaller building.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
 - Provide more active uses on Howe street, consider expanding the retail space and moving the fitness centre to another level;
 - Consider design development to the parking access to reduce conflicts with pedestrians both crossing the plaza and entering the building; and
 - Consider on-street loading to allow for parking access off Rolston.

- **Related Commentary:** The Panel unanimously supported the proposal and commended the applicant on the significant improvements to the project, but continue to have significant concerns about the proposed ground floor uses.

The Panel agreed that the tower siting was where it should be on the site, and the overall massing of the tower worked. Several Panel members thought the Granville Street facade was the most improved. However, several Panel members thought there still needed to be some design development to the project.

The Panel still had an issue with the public realm interface on Howe Street, and thought the fitness centre was not a good use on the ground floor as it did not animate the street. They thought the applicant was giving up a whole block with the design and that Howe Street could support retail or other active uses given the planned future residential in the neighbourhood. The panel had concerns, that the planned amenity space and parking ramp would create dead space along Howe Street.

Several Panel members thought the public realm interface at Rolston Street was well done and felt like a little residential community. The Panel agreed that shifting the exterior amenity space to the roof of the smaller building was a good move as it improves daylight access.

The Panel was concerned with the location of the loading bay with several Panel members suggesting the loading and parking ramps should be consolidated. One Panel member thought the parking access point was better suited off Rolston Street and thought the residents would get use to the one-way street. Most of the Panel supported not having an internal loading bay. One Panel member noted that the loading spaces would not work for the residential occupants and there would be a problem getting in and out of the elevators as the area is too constrained. Also moving and delivery trucks need to be nearer the elevators.

Some of the Panel had concerns with the entry plaza and thought the applicant needed to rethink the circulation in terms of how pedestrians and vehicles will access the site. Also the Panel thought the applicant needed to look at the buildings that will be developed to the south and how the plaza will be a natural pedestrian route to Pacific Boulevard, and this should not be compromised by the parking access

One Panel member thought the terracotta tiles should come down to the ground more but thought it looked nice at the entrance area. The Panel thought the canopy design was a huge improvement in forming a base for the building.

Several Panel members commented on the sustainability initiatives and thought the applicant had done a good job.

- **Applicant's Response:** Mr. Bruckner thanked the Panel stating that he appreciated their comments and that he had an idea as to how he would change the parking access.

3. **Social Planning Commentary:** In communication dated May 23, 2007, Social Planning staff provide the following comment:

“(We) have reviewed the plans and see no significant issues/problems. The amenity spaces are very well considered and all of the key things we look for have been provided. There are multi-purpose amenity rooms as well as a large gym/fitness area. One of the multi-purpose amenity rooms is adjacent to the outdoor amenity patio and children's play area. All amenity rooms have or are in close proximity to an accessible washroom and the level 2 amenity room appears to have a kitchenette and storage area. We have no additional conditions to add.

“The City’s Food Policy identifies both environmental and social benefits of urban agriculture and seeks to maximize opportunities for food growing activities in the city. On May 30, 2006, Council approved a motion calling for the creation of 2,010 new garden plots by 2010 as an Olympic legacy for Vancouver. These policy objectives can be met with the provision of rooftop and terrace gardens in high-density developments.

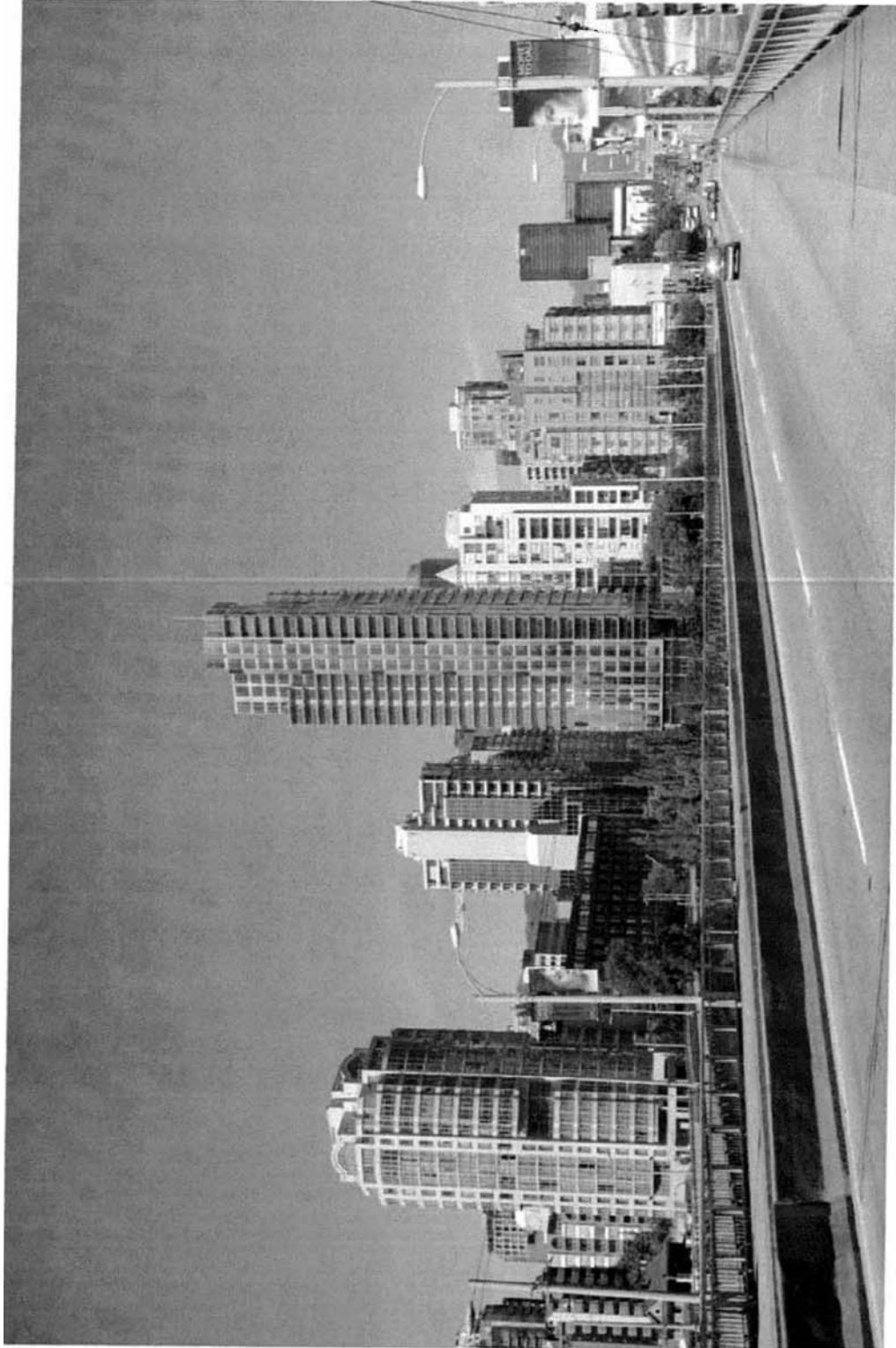
It appears would be possible to incorporate/convert some of the planters to informal plots and/or incorporate edible landscaping. It is not something that we would be requiring at this stage, but a heads up to the applicant that it may be something to consider for the DE stage; however, I also don't foresee this being a challenge to accommodate given the current design/layout.

In order to incorporate the City’s Food Policy objectives, design development is required to provide for edible landscaping in the planters bordering the outdoor amenity terrace. Edible landscaping is the use of plants that produce food in place of more commonly used ornamental plants. Many of these plants are beautiful, providing ornamental quality while also producing edible leaves, flowers, nuts, and berries. In this way, edible plants serve “double duty” by creating attractive outdoor spaces and gardens and by providing local, healthy, and delicious food.

Recommended Condition: Design development to utilize edible landscaping materials, with particular attention being paid to the use of edible shrub plantings that provide all season interest, for use in the planters bordering the amenity patio on level 3.”

* * * * *

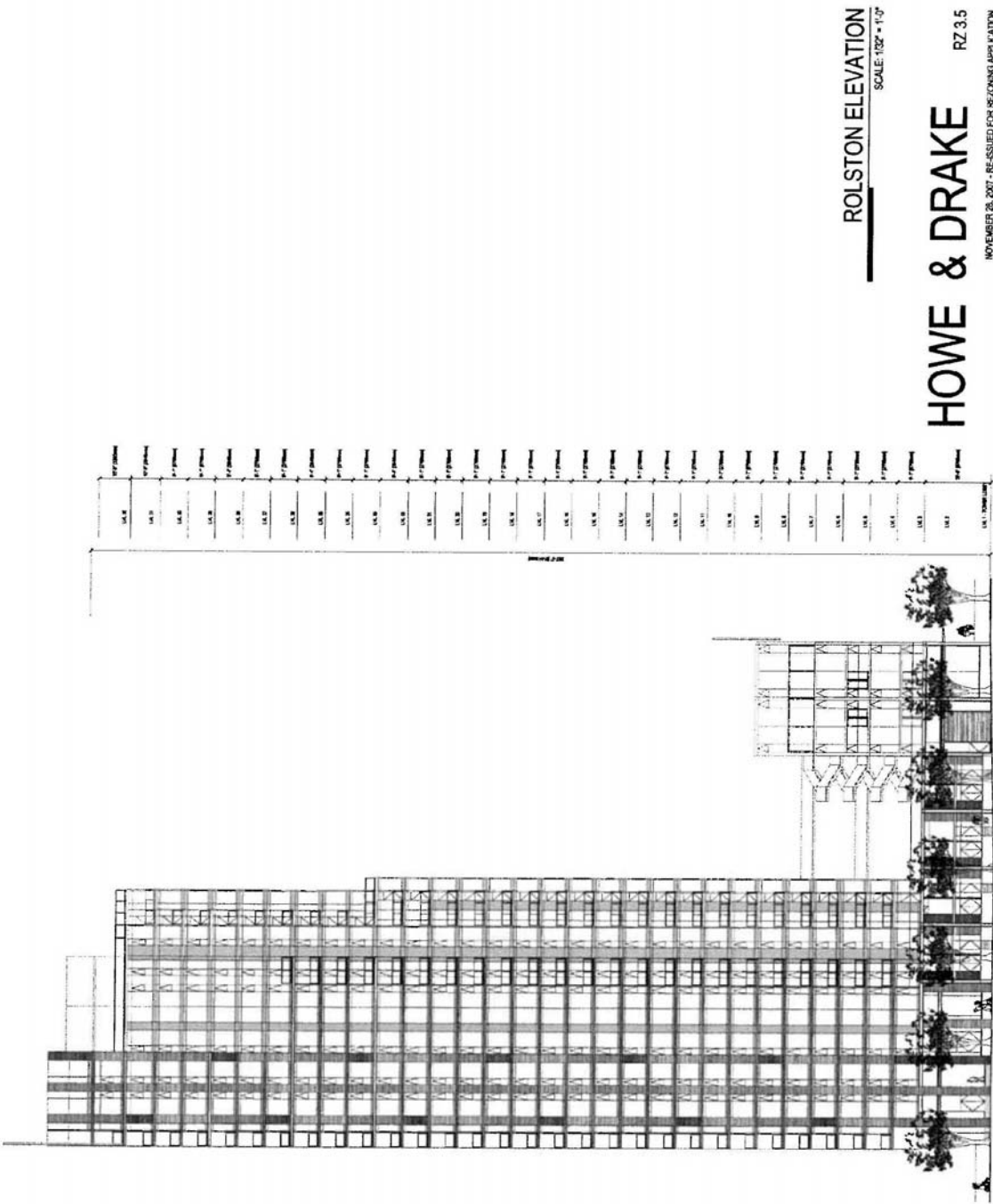
1304 Howe Street



HOWE & DRAKE

CRESSEY

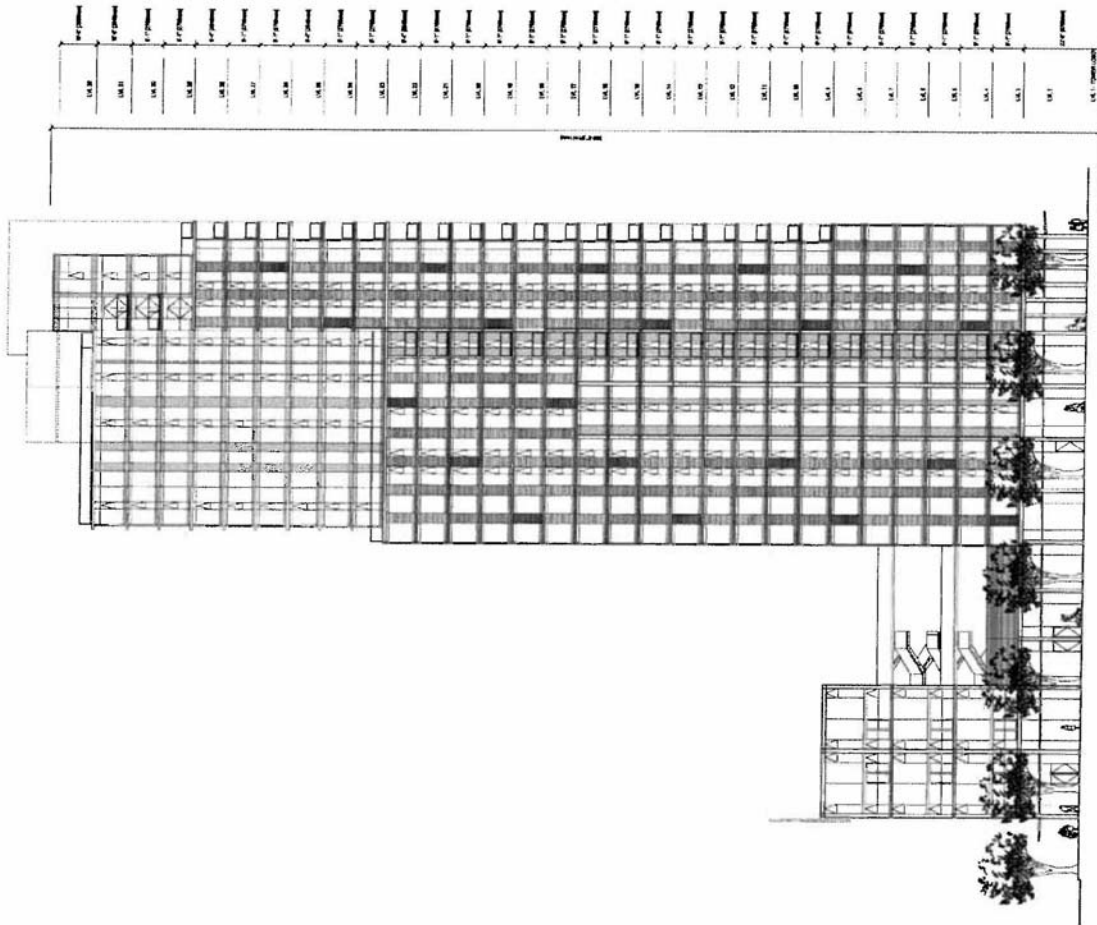
NOVEMBER 28, 2007 - RE-ISSUED FOR REZONING APPLICATION



ROLSTON ELEVATION
SCALE: 1/32" = 1'-0"

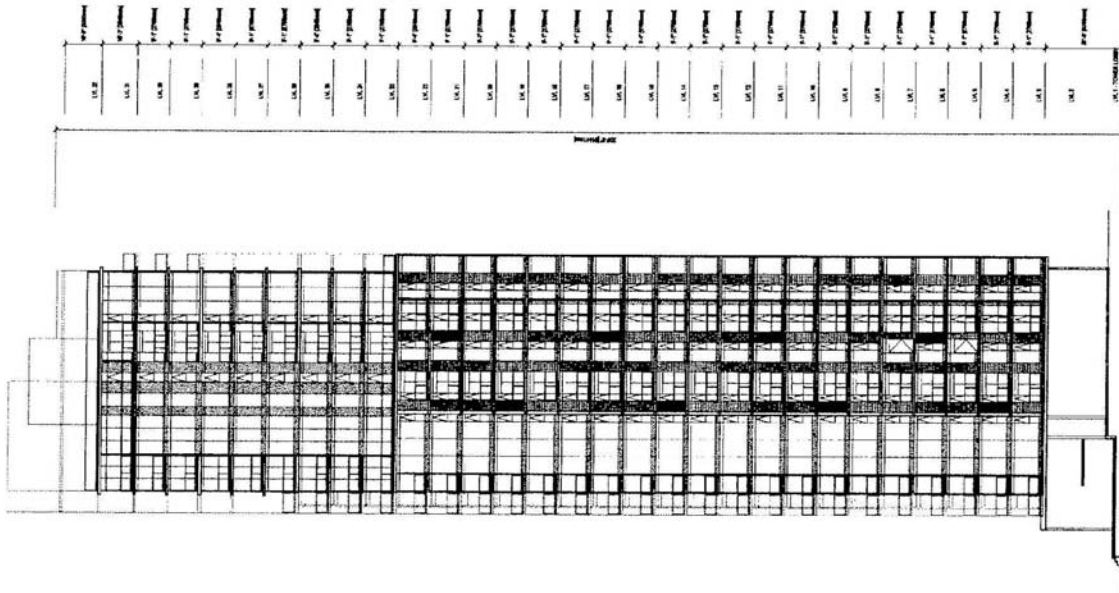
HOWE & DRAKE

RZ 3.5
NOVEMBER 28, 2007 - RE-ISSUED FOR REZONING APPLICATION



HOWE ELEVATION
SCALE: 1/32" = 1'-0"

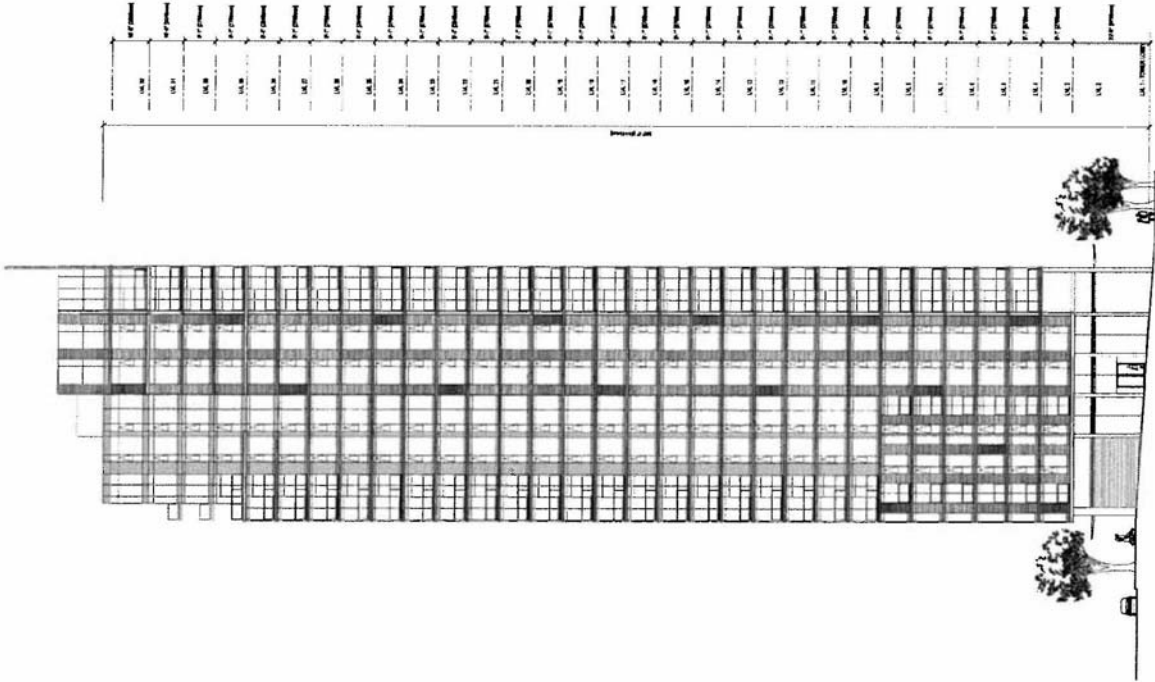
HOWE & DRAKE
RZ 3.1
NOVEMBER 23, 2007 - RE-ISSUED FOR REDLINING APPLICATION



DRAKE ELEVATION
SCALE: 1/2" = 1'-0"

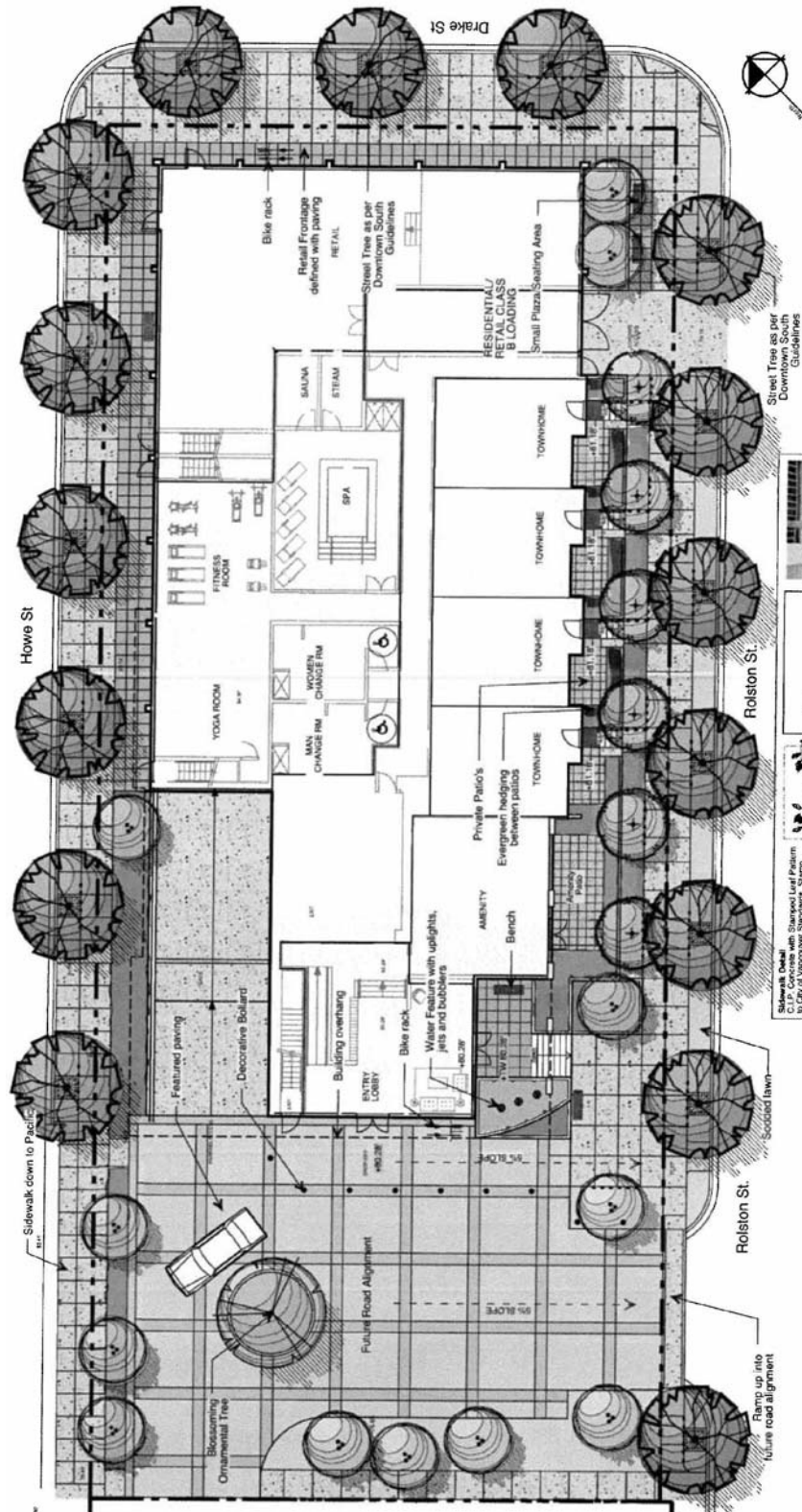
HOWE & DRAKE RZ 3.2

NOVEMBER 26, 2017 - RE-ISSUED FOR REZONING APPLICATION



MEWS ELEVATION
SCALE: 1/32" = 1'-0"

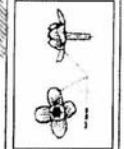
HOWE & DRAKE
NOVEMBER 20, 2017 - RE-ISSUED FOR REZONING APPLICATION RZ 3.4



LANDSCAPE PLAN - FUTURE
November 28, 2007
Re-issued for Rezoning Application

HOWE & DRAKE

RZ - 7.2

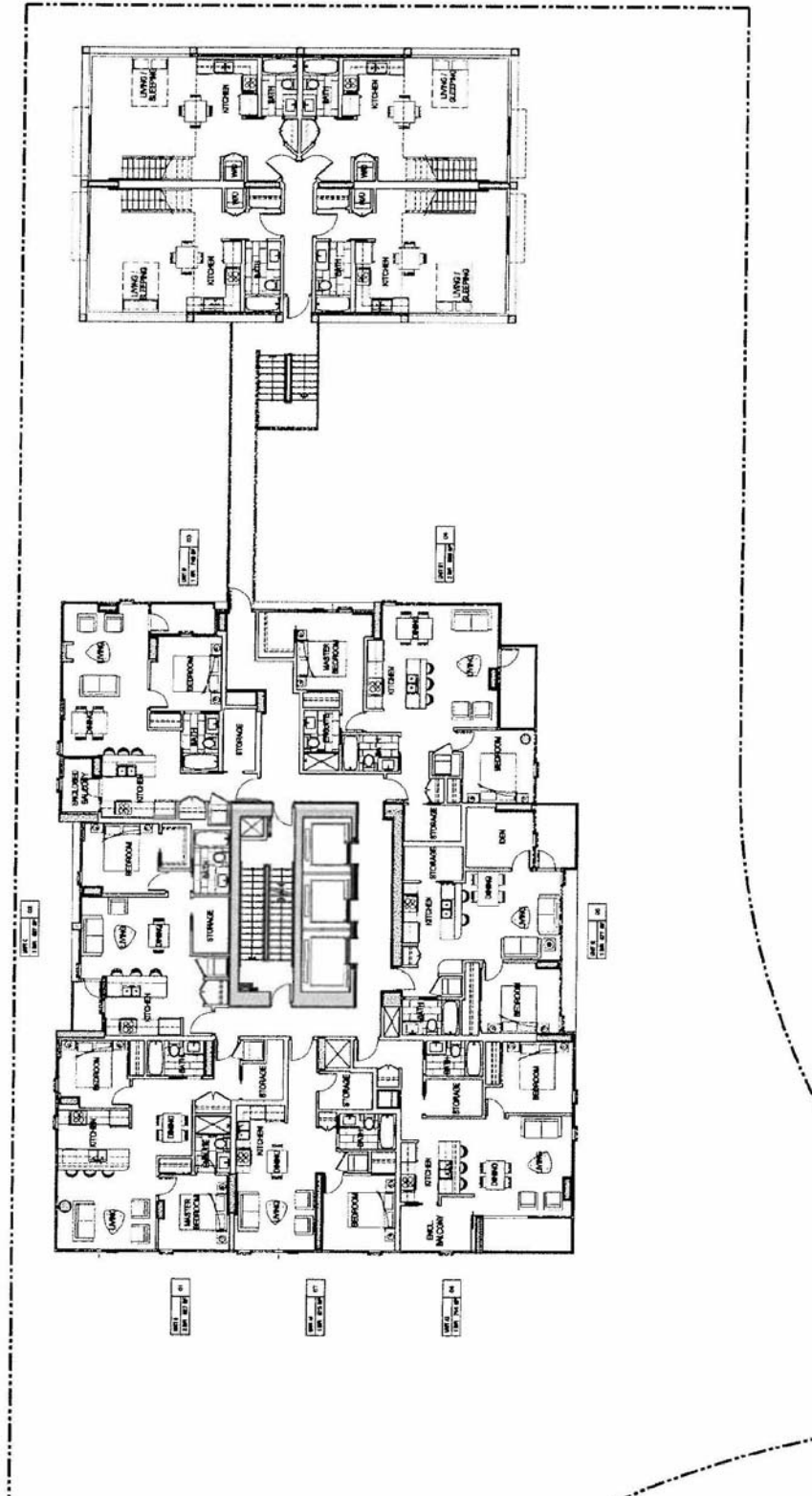


Networks of
C.P. concrete with Stamped Leaf Pattern
at 2" depth of recessive Striations. Stamp
density of stamping at tree base. Use 4
stake (1" x 1/2" x 1/2") at 1' from stamp 180°.
Stake Planter Stake
Stake 1/2" x 1/2" x 1/2" on 18° edges
and side of the stake footprint.

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Tel: (416) 467-4277
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HB

ARCHITECTS
LANDSCAPE ARCHITECTS

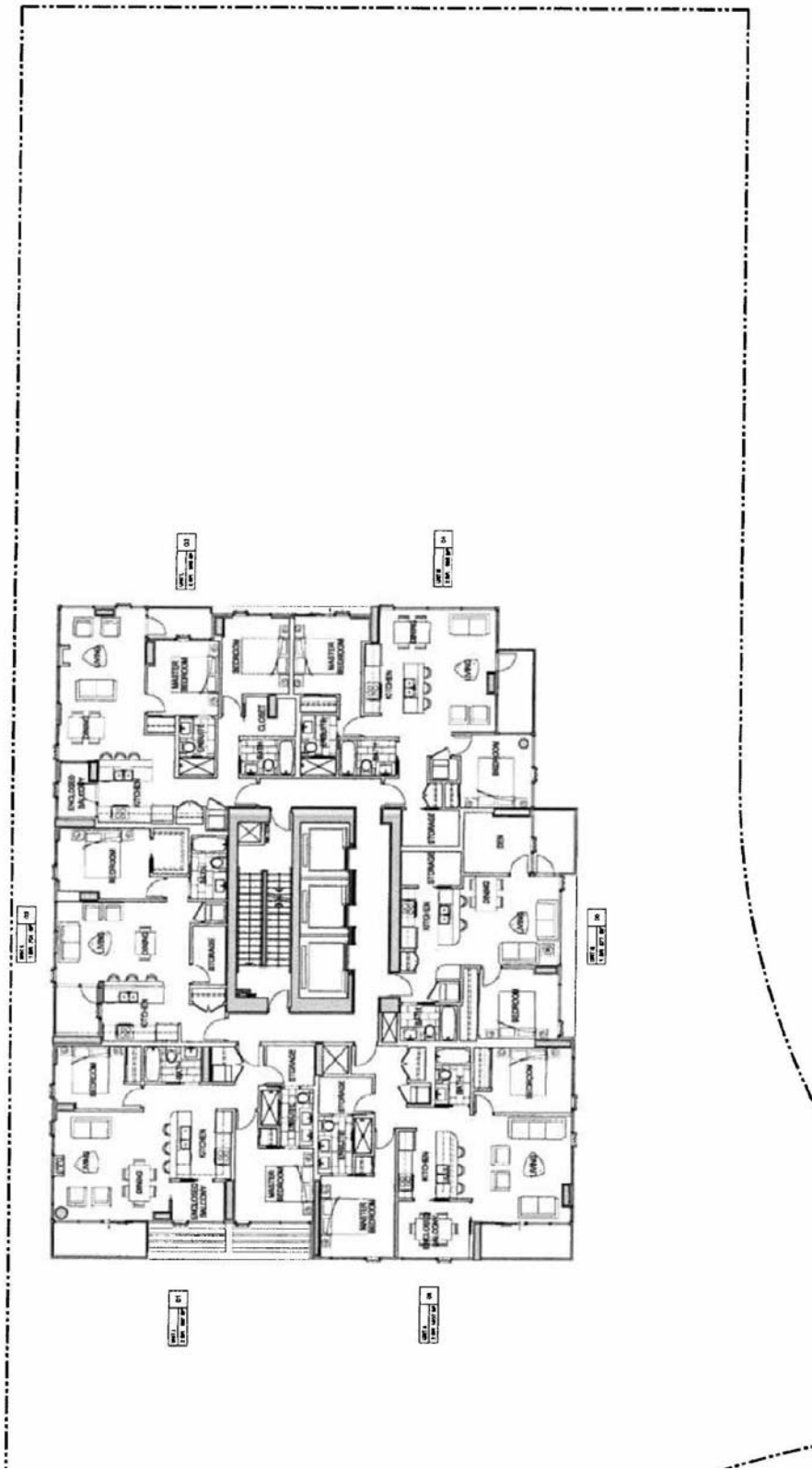


TOWER LEVEL 5
SCALE: 1/16" = 1'-0"

HOWE & DRAKE

RZ 2.6

NOVEMBER 28, 2007 - RE-ISSUED FOR REZONING APPLICATION

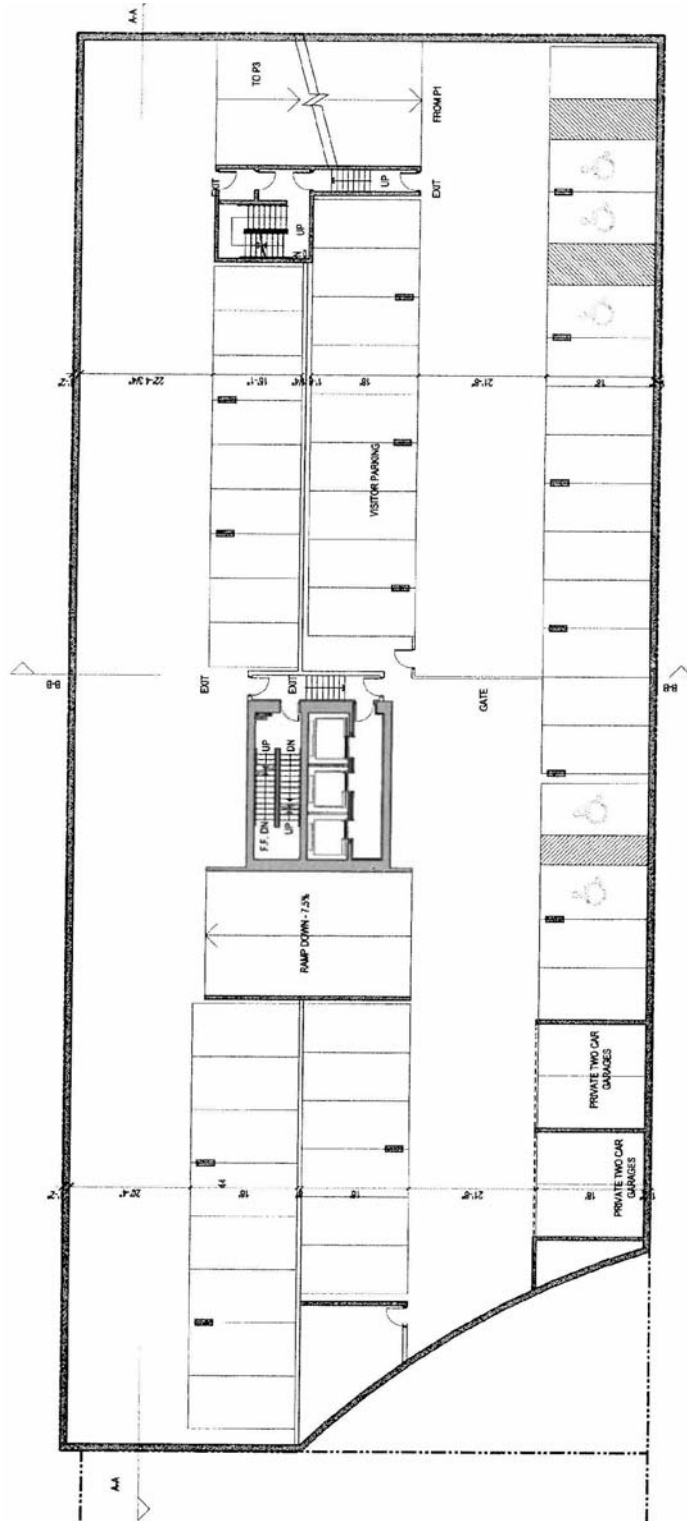


TOWER LEVELS 17-22
SCALE: 1/16" = 1'-0"

HOWE & DRAKE

RZ 2.12

NOVEMBER 28, 2007 - RE-ISSUED FOR REZONING APPLICATION



PARKING LEVEL 2
SCALE: 1/16" = 1'-0"

IBI
HB
ARCHITECTS
RZ1.4

IBI / HB Architects
5,300-1440 West Georgia Street
Vancouver, BC V6C 2T1 Canada
604.683.4376 or
604.681.2770 fax

1304 Howe Street
APPLICANT, PROPERTY, AND PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	1304 Howe Street
PID	009-712-771
Legal Description	Lot A, Block 112, DL 541, Group 1, NWD Plan 9374
Applicant	HB/IBI Architects
Architect	HB/IBI Architects (Martin Bruckner)
Property Owner / Developer	Cressey Drake Development LLP (David Evans)

SITE STATISTICS (prior to dedications)

Frontage (Howe Street)	approx. 81.4 m (267 ft.)
Depth (Drake Street)	approx. 31.1 m (102 ft.)
Site Area	2 327.5 m ² (25,054 sq. ft.)

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT
ZONING	DD	CD-1	As proposed
USES	Dwelling, Commercial	As permitted	As proposed
DWELLING UNITS	Not applicable	193	n/a
MAX. FLOOR SPACE RATIO	5.0	6.98	7.0
Residential	3.0	6.89	
Commercial	2.0	0.089	
MAX. FLOOR AREA		16 248.6 m ² (174,904 sq. ft.)	n/a
Residential		16 040.86m ² (172,668 sq. ft.)	
Commercial		207.72 m ² (2,236 sq. ft.)	
MAXIMUM HEIGHT	91.44 m (300 ft.)	91.44 m (300 ft.)	As proposed
MAX. NO. OF STOREYS	n/a	32	n/a
PARKING SPACES	As per Parking By-law		As per Parking By-law
BICYCLE PARKING SPACES		204+3+5+2= 243 + 6 (2 lockers)	
LOADING SPACES	As per Parking By-law	1 Class B (2 required)	As per Parking By-law