

# WALL PACIFIC REDEVELOPMENT REZONING APPLICATION BOOKLET

## **1065 PACIFIC STREET**

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## WALL PACIFIC REDEVELOPMENT - REZONING APPLICATION

## **REZONING LETTER**

ON BEHALF OF WALL FINANCIAL CORPORATION, WE ARE PLEASED TO SUBMIT THIS REZONING APPLICATION FOR THE DEVELOPMENT SITE AT 1065 PACIFIC STREET. THIS APPLICATION HAS BEEN DEVELOPED WITHIN THE POLICY CONTEXT OF THE WEST END COMMUNITY PLAN, SPECIFICALLY AS IT APPLIES TO AREA G OF THE BURRARD CORRIDOR.

## SITE OVERVIEW

THE PROJECT SITE IS LOCATED IN THE RESIDENTIAL NEIGHBORHOOD OF THE WEST END CLOSE TO THE DOWNTOWN CORE AREA AND ONLY STEPS AWAY FROM DAVIE VILLAGE (LOCAL SHOPPING) AND THE SEAWALL (OUTDOOR AMENITIES/PARKS/BEACHES). THE WEST END IS A PREDOMINANTLY RESIDENTIAL NEIGHBOURHOOD WHERE THE MAJORITY OF SHORT TRIPS TO RESIDENTIAL SERVICES CAN BE MADE SAFELY ON FOOT. THE SITE WILL BENEFIT FROM MULTIPLE MODES OF TRANSPORTATION AND LIES WITHIN WALKING DISTANCE TO THE EXPO LINE AND CANADA LINE RAPID TRANSIT SERVICES. THE SITE IS BORDERED BY PACIFIC STREET TO THE SOUTH/WEST. JUNG LANE TO THE NORTH/EAST. THREE SMALL PROPERTIES EACH CONTAINING A HERITAGE BUILDING TO THE NORTH/WEST, AND A RESIDENTIAL DEVELOPMENT CONTAINING A MIDRISE AS WELL AS 8 HERITAGE BUILDINGS TO THE SOUTH/EAST. THIS SITE IS OWNED BY THE CITY AND LEASED TO THE PACIFIC HEIGHTS HOUSING CO-OP. THE SITE HAS A SIGNIFICANTLY SLOPED TOPOGRAPHY, WITH A 5.2 M (17 FT.) GRADE DIFFERENCE FROM PACIFIC STREET UP TO JUNG LANE. WHICH TRANSLATES INTO AN AVERAGE SLOPE OF 13% OVER THE SITE. THE EXISTING SITE CONSISTS OF ONE THREE-STOREY WOODFRAME RESIDENTIAL BUILDING, BUILT IN 1963, CONTAINING 30 RESIDENTIAL RENTAL UNITS.

## **REZONING INTENT**

TAKING ADVANTAGE OF THE SITE'S PRIME LOCATION WITHIN THE WEST END NEIGHBOURHOOD THIS PROJECT PROPOSES TO ADD MUCH NEEDED DENSITY IN FORM OF A RESIDENTIAL 32 STOREY TOWER DEVELOPMENT THAT INCLUDES A TOTAL OF 180 UNITS CONSISTING OF 20% BELOW-MARKET RENTAL (BMR) UNITS AND 80% SECURED MARKET RENTAL (SMR) UNITS. THIS ADDRESSES CITY COUNCIL'S OBJECTIVES FOR MORE AFFORDABLE AND SECURED RENTAL HOUSING.

THE EXPRESSION OF THE PROPOSED DEVELOPMENT IS INTENDED TO MARRY THE SCALES OF THE WEST END HIGH RISES, WITH THE SMALLER SCALE CHARACTER OF THE HERITAGE BUILDINGS ON THE NEIGHBOURING PROPERTIES, TO CREATE AN ENSEMBLE WITHIN A BUILDING FORM THAT IS EXPERIENTIALLY URBAN SCALED WHEN VIEWED FROM A DISTANCE WHILE FEELING MUCH MORE NEIGHBOURHOOD APPROPRIATE WHEN EXPERIENCED FROM THE STREET.

THIS EXPERIENCE IS CREATED BY INTENTIONALLY PLACING THE AMENITY SPACE ON LEVEL 3 WITH ITS OVERHEIGHT GLASS WALLS SET BACK SIGNIFICANTLY FROM THE TOWER OUTLINE ABOVE AND BELOW. THE RESULTING RECESS PROVIDES A HORIZONTAL RELIEVE AT THE SAME HEIGHT AS THE ROOF LINES OF THE NEIGHBOURING HERITAGE HOUSES THUS CREATING THE NEEDED NEIGHBOURHOOD FEEL FROM STREET LEVEL.

HOWEVER, BECAUSE THE BASE BELOW THE AMENITY LEVEL HAS THE SAME FOOTPRINT AS THE TOWER ABOVE, THE OVERALL MASS SEEN FROM AFAR STILL READS AS A TOWER ANCHORED IN THE GROUND.

THE SECOND IMPORTANT PIECE OF THE DESIGN PARTI IS BASED ON THE POLICY TO PROVIDE A TOWER-IN-THE-PARK. ALL BUILDING ELEMENTS OF THE BASE OUTSIDE OF THE TOWER FOOTPRINT ARE SET BACK SIGNIFICANTLY TO ALLOW THE TOWER TO COME DOWN TO THE GROUND. THE LOBBY AT PACIFIC STREET IS UTILIZING FULL HEIGHT GLAZING TO SET A STARK CONTRAST TO THE TOWER BASE AND THE ADDITIONAL URBAN FOREST IN FRONT OF THE LOBBY COMPLETES THE LOOK OF A TOWER-IN-THE-PARK TYPOLOGY. THE DEVELOPMENT ALSO RESPECTS AND ENHANCES THE PACIFIC STREET STREETSCAPE BY REMOVING A LARGE PART OF THE 5' HIGH RETAINING WALL CURRENTLY RUNNING ALONG THE PROPERTY LINE AND BRINGING THE LOBBY ENTRANCE DOWN TO STREET LEVEL THEREBY OPENING UP VIEWS INTO THE DEVELOPMENT AND ITS PROPOSED LUSH URBAN FOREST. TOWNHOMES FRONTING PACIFIC STREET ADDING 'EYES ON THE STREET'. THE 4' HIGH PATIO WALL IS PURPOSEFULLY SET BACK FROM THE PROPERTY LINE TO ALLOW PLANTING ALONG THE BASE FOR ADDED INTEREST WHILE PROVIDING THE NEEDED PRIVACY TO THE TENANTS.

PARKING AND LOADING ACCESS HAVE BEEN LOCATED AT THE LANE LEVEL AT A HUGE EXPENSE TO THE PROJECT DUE TO THE DEDICATED BICYCLE LANE RUNNING ALONG PACIFIC BUT ALSO TO KEEP THE TOWER IN THE PARK TYPOLOGY AS CLEAN AS POSSIBLE FROM PACIFIC LEVEL. DUE TO THE AVERAGE SLOPE OF THE SITE BEING 13% FROM THE LANE DOWN TO PACIFIC AND THE CONSTRAINTS TO LOCATE THE BUILDING CORE IT WAS VIRTUALLY IMPOSSIBLE TO BRING A PARKING RAMP DOWN TO THE BELOW GRADE LEVELS THUS REQUIRING THE TEAM TO INTRODUCE TWO CAR ELEVATORS AS WELL AS A DEDICATED BICYCLE ELEVATOR TO THE PROJECT.

## THE PROJECT

A 100% PURPOSE-BUILT RENTAL TOWER. FORM AND MASSING IS BASED ON THE TOWER-IN-THE-PARK TYPOLOGY. THE BASE IS ARTICULATED TO RESPOND TO THE SCALE AND MASSING OF THE NEIGHBOURING HERITAGE BUILDINGS.

- BUILDING HEIGHT OF 300' (3XX' TO TOP OF MECHANICAL PARAPET) WITH 32 STOREYS
- MAX BASE HEIGHT OF 30'-7", 2 STOREYS (4,943 SQ. FT. MAX PLATE SIZE)
- MAX TOWER PLATE SIZE OF 4,696 SQ.FT (6,600 SQ. FT. ALLOWED)
- A TOTAL OF 180 RESIDENTIAL UNITS:
- 36 BELOW-MARKET RENTAL UNITS
- 144 SECURED MARKET RENTAL UNITS
- 5 LEVELS OF UNDERGROUND PARKING

THE PACIFIC LEVEL CONTAINS THE RESIDENTIAL ENTRY LOBBY, AND TWO BMR UNITS FACING THE STREET. IN ADDITION, THIS LEVEL CONTAINS THE RENTAL MANAGER'S OFFICE, GARBAGE / RECYCLING FACILITY AND ELECTRICAL ROOMS. THE LANE LEVEL CONTAINS FOUR BMR UNITS, THE PARKING ELEVATORS, DEDICATED BICYCLE ELEVATOR AS WELL AS PASSENGER AND LOADING SPACES. LEVEL 3 IS THE DEDICATED AMENITY LEVEL AND CONTAINS A MIX OF INDOOR AND OUTDOOR

## RESIDENT AMENITY SPACES.

THE TOWER LEVELS CONTAIN A MIX OF SECURED MARKET AND BELOW-MARKET RENTAL UNITS.



## RESPONSE TO LOE STAFF ADVICE

AFTER AN INITIAL LOE SUBMISSION TO THE CITY AND SUBSEQUENT DISCUSSIONS, CITY STAFF HAVE MADE RECOMMENDATIONS THAT ARE ADDRESSED AS FOLLOWS:

## HEIGHT AND MASSING.

- THE PROPOSAL LIES OUTSIDE OF ANY RESTRICTING VIEW CONES AND COMPLIES WITH THE MAX BUILDING HEIGHT OF 300'. (SEE A-008 + A-016)
- THE PROPOSAL COMPLIES WITH THE TOWER-IN-THE-PARK TYPOLOGY REQUIRED FOR AREA G OF THE BURRARD CORRIDOR. (SEE A-003)
- RELAXATION OF FRONTAGE REQUIREMENT SUBJECT TO:
- ENHANCED LANDSCAPING / RAIN WATER RETENTION STRATEGIES HAVE BEEN INTEGRATED INTO THE PROPOSAL. (SEE A-019A/B / LANDSCAPE PLANS / RWMP)
- OUR ANALYSIS INDICATES THAT RETAINING THE 4 EXISTING TREES ALONG
   PACIFIC STREET, WHILE DESIRABLE, IS NOT FEASIBLE. PLEASE SEE DETAILED
   EXPLANATION UNDER THE LANDSCAPE ITEM BELOW.
- THE ADJACENT SITE CAN BE DEVELOPED WITH STANDARD TOWER FLOOR PLATES COMPLIANT WITH TOWER SEPARATION REQUIREMENTS, WITH THE EXCEPTION THAT THE PROPOSED ELEVATOR CORE WILL ENCROACH INTO THE TOWER SEPARATION BY 0'-7". (SEE A-004, A-011A/B FOR A DETAILED ANALYSIS)
- THE PROJECT IS SEEKING A SIDE YARD SETBACK RELAXATION TO MAXIMIZE THE TOWER SEPARATION AND INCORPORATE REQUIRED PASSENGER / LOADING SPACES. (SEE A-003)

## TOWER SEPARATION.

THE PROPOSAL WAS REFINED TO FURTHER MINIMIZE THE ENCROACHMENT INTO THE TOWER SEPARATION DISTANCE. IT IS NOW LIMITED TO 0'-7" (20 SQ. FT.) OF NON-HABITABLE, NON-RESIDENTIAL AREA OF THE ELEVATOR CORE WITH NO WINDOWS AND NO REDUCTION IN PRIVACY FOR UNITS IN A POTENTIAL ADJACENT FUTURE TOWER. (SEE A-004)

## HOUSING.

- THE PROJECT IS SEEKING A DCL WAIVER.
- DETAILED INFORMATION OF THE AFFORDABILITY OF THE 20% BMR UNITS CAN BE FOUND IN THE DCL WAIVER FORMS.
- BMR UNITS ARE LOCATED ON THE TWO BASE LEVELS AND LEVELS 4-7 WITH SOME UNITS ON LEVELS 8-9. EXACT LOCATION AND AREA OF THE BMR UNITS HAS BEEN PROVIDED IN UNIT SUMMARY TABLE. (SEE RZ-001)
- BULK STORAGE IS LOCATED ON LEVELS P5-P2. ONE FOR EACH SUITE. IN ADDITION, SOME SUITES WILL HAVE IN-SUITE STORAGE AS WELL.
- A MINIMUM OF 35% FAMILY UNITS ARE PROVIDED FOR BOTH THE SMR AND THE BMR COMPONENTS.
- A TENANT RELOCATION PLAN HAS BEEN PROVIDED AS PART OF THIS APPLICATION.

## LAND SURVEY.

- NO RETAINING WALLS ARE ENCROACHING ON CITY PROPERTY. (SEE A-015)
- ARRANGEMENTS TO CONSOLIDATE THE THREE CURRENT LOTS TO CREATE A SINGLE PARCEL HAVE BEEN MADE.

## PUBLIC ART.

THE PROJECT WILL COMPLY WITH THE PUBLIC ART POLICY FOR REZONED DEVELOPMENTS.

## LANDSCAPE.

OUR ANALYSIS INDICATES THAT RETAINING THE 4 EXISTING TREES ALONG PACIFIC STREET, WHILE DESIRABLE, IS NOT FEASIBLE FOR THE FOLLOWING REASONS:

- WE ARE REQUIRED TO PROVIDE AN ACCESSIBLE PATH OF TRAVEL FROM PACIFIC STREET TO THE MAIN LOBBY ENTRANCE OF THE PROJECT. AS SUCH, WE WILL NEED TO DEMOLISH AT LEAST THE EAST PORTION (APPROX. 40') OF THE EXISTING 5' HIGH RETAINING WALL AND LOWER THE GRADE IN FRONT OF THE PROPOSED NEW LOBBY ENTRANCE OFF PACIFIC STREET. TREE 9996 IS IN DIRECT CONFLICT WITH THE PATH TO THE NEW PROPOSED LOBBY ENTRANCE. TREES 9997 AND 9998 ARE NOT IN THE DIRECT PATH OF TRAVEL, HOWEVER, TRYING TO RETAIN THESE 2 TREES WOULD REQUIRE US TO BUILD A 5' HIGH RETAINING WALL BETWEEN PACIFIC STREET AND THE LOBBY WAITING/LOUNGE AREA, EFFECTIVELY TURNING THE LOBBY INTO A BASEMENT SPACE WITH CLERESTORY WINDOWS OVER 5' ABOVE THE GROUND.
- RETAINING ANY OF THESE 4 TREES WOULD ALSO REQUIRE US TO FURTHER COMPROMISE AN ALREADY VERY CHALLENGED PARKADE LAYOUT WHICH CAN ONLY BE SERVICED THROUGH A PARKING ELEVATOR AS IT IS DUE TO THE SITE'S STEEP SLOPE AND THE REQUIREMENT FOR THE PARKING ACCESS TO BE FROM THE LANE. TREE RETENTION WOULD EFFECTIVELY REDUCE THE NUMBER OF PARKING STALLS PER TYPICAL LEVEL BY 37.5% (FROM 24 TO 15 STALLS). 6 STALLS ARE TAKEN OUT BY THE TREE LOCATION DIRECTLY AND 2 MORE DUE TO THE NEED TO RELOCATE PARKADE AIR INTAKE AND EV CHARGING ROOM. ONE ADDITIONAL SMALL CAR STALL WOULD HAVE TO BE DELETED TO KEEP THE PERCENTAGE OF SMALL CAR STALLS BELOW THE MAX ALLOWED 25% MARK. OVERALL, THIS LEADS TO AN ELIMINATION OF A TOTAL

OF 36 STALLS ON LEVELS P5-P2 AS WELL AS APPROX. 120 BICYCLE STALLS ON LEVEL P1. THIS IS EQUIVALENT TO 2+ ADDITIONAL LEVELS OF PARKING (LEVELS P6 TO P8).

- WHILE ADDING 2-3 EXTRA LEVELS OF BELOW GRADE PARKING IS IN THEORY POSSIBLE, IT WOULD ADD EXTRA TRAVEL TIME TO THE CAR ELEVATORS, RESULTING IN A REQUIREMENT FOR A THIRD CAR ELEVATOR FOR WHICH THERE IS NOT ENOUGH SPACE ON SITE.
- ROPED HYDRAULIC ELEVATORS (TYPICAL TYPE OF ELEVATOR USED FOR CLASS B FREIGHT ELEVATORS) IS LIMITED TO A TRAVEL DISTANCE OF APPROX. 60' AND 5-7 FLOORS. WE MAX OUT TRAVEL DISTANCE (62'-4") AND FLOORS (7) ALREADY WITH THE CURRENTLY PROPOSED DESIGN. ADDING 2 OR EVEN 3 LEVELS AND APPROX. 25' OF TRAVEL WILL PROHIBIT THE USE OF A HYDRAULIC CAR ELEVATOR.
- THE CHANGE TO A TRACTION ELEVATOR WOULD REQUIRE ADDITIONAL OVERHEAD OF 2 FT. PLUS ANOTHER 10 FT. FOR THE REQUIRED MACHINE ROOM, COMPROMISING THE AMENITY SPACE ABOVE. THE DISADVANTAGES OF TRACTION ELEVATORS, AND THE REASON WHY THEY ARE NOT TYPICALLY USED FOR FREIGHT ELEVATORS, ARE, THAT THEY REQUIRE MORE SPACE, ARE MORE COSTLY AND HAVE HIGHER MAINTENANCE REQUIREMENTS.

IN LIEU OF THE 4 EXISTING TREES THE PROJECT IS PROPOSING TO PLANT 10 NEW TREES ALONG PACIFIC STREET, 8-15 ADDITIONAL TREES ON THE LANE LEVEL AND MORE TREES, SHRUBS, AND PLANTING BEDS ON LEVEL 3. THE PROPOSAL ALLOWS FOR 3 FT. OF SOIL DEPTH FOR THE URBAN FOREST IN FRONT OF THE LOBBY AS WELL AS IN MOST AREAS OF THE AMENITY LEVEL TO PROMOTE HEALTHY TREE GROWTH. (REFER TO LANDSCAPE DRAWINGS.)

#### PARKING AND LOADING

- THE PROJECT IS LOCATED WITHIN 200M OF TWO INTERSECTING FTN ROUTES (#2 BUS ALONG BURRARD AND #23 BUS ALONG PACIFIC/BEACH) AND QUALIFIES FOR A PARKING REDUCTION OF 20% ACCORDING TO TDM WORKSHEET C OF THE TDM SCHEDULE A. WITH THIS REDUCTION 79 PARKING SPACES ARE REQUIRED FOR THE SITE WHILE 95 ARE PROPOSED. NO REDUCTION IS REQUESTED FOR THE REQUIRED NUMBER OF VISITOR, LOADING, OR ACCESSIBLE SPACES.
- PUBLIC REALM IMPROVEMENTS ALONG THE SITE FRONTAGE WILL BE INTEGRATED INTO THE LANDSCAPE AND CIVIL DRAWINGS AS REQUIRED.
- A PUBLIC BIKE SHARE STATION IS NOT REQUIRED FOR THE SITE AS
   DETERMINED BY THE ENGINEERING DEPARTMENT.
- THE CAR ELEVATORS WILL BE DESIGNED TO MEET THE STANDARDS OF A
  FREIGHT ELEVATOR CLASS B (AUTOMOTIVE) 8000LBS AND WILL BE DESIGNED
  TO ACHIEVE AN INTERIOR CAB SIZE THAT MATCHES CAR SHARE SPACE
  DIMENSIONS.

## COMMUNITY AMENITY CONTRIBUTIONS (CAC).

A REAL ESTATE PRO FORMA HAS BEEN PREPARED AND FORMS PART OF THIS SUBMISSION.

## DEVELOPMENT COST LEVY (DCL).

THE PROJECT IS SEEKING A DCL WAIVER AND A DCL WAIVER FORM AND SUPPORTING DOCUMENTATION HAS BEEN INCLUDED IN THIS SUBMISSION.

**SKETCH 1:** THE EXTENT OF THE CRITICAL ROOT ZONE WOULD MAKE THE CREATION OF AN ACCESSIBLE PATH TO THE RESIDENTIAL LOBBY NEARLY IMPOSSIBLE AND TURN THE LOBBY AREA INTO A BASEMENT WITH CLEAR STOREY LITES ABOVE 5' FROM FLOOR LEVEL ONLY. IT WOULD ALSO REQUIRE THE 5' RETAINING WALL TO STAY IN PLACE ALONG PACIFIC BLOCKING ALL VIEWS IN AND OUT OF THE SITE.



**SKETCH 2:** THE EXTENT OF THE CRITICAL ROOT ZONE WOULD ELIMINATE 6 REGULAR PARKING SPACES PER LEVEL. IN ADDITION, 2 SMALL CAR SPACES WOULD NEED TO BE CONVERTED INTO AREAS FOR AIR INTAKE AND EV CHARGING ROOM. ANOTHER SMALL CAR SPACE WOULD NEED TO BE REMOVED TO STAY WITHIN THE 25% LIMIT OF SMALL CAR SPACES. OVERALL, 36 PARKING SPACES (OR 37.5%) WOULD NEED TO BE DELETED TO RETAIN THE 4 TREES ALONG PACIFIC STREET. THIS IS EQUIVALENT TO AN ADDITIONAL 2-3 LEVELS OF PARKING.



## POLICY VARIANCES

OUR REZONING ENQUIRY CONSIDERS THE FOLLOWING POLICIES, BULLETINS, AND GUIDELINES:

- WEST END COMMUNITY PLAN
- ADMINISTRATIVE BULLETIN: WEST END TOWER FORM, SITING, AND SETBACKS
- GUIDING CRITERIA FOR CONSIDERATION OF REZONINGS FOR 100% RENTAL WITH BELOW-MARKET RENTAL HOUSING IN THE BURRARD CORRIDOR OF THE WEST END COMMUNITY PLAN AS AN ALTERNATIVE OPTION TO INCLUSIONARY SOCIAL HOUSING
- GREEN BUILDINGS POLICY FOR REZONINGS

THE PROPOSAL GENERALLY CONFORMS WITH THE AFOREMENTIONED. HOWEVER, TO MAKE THIS PROJECT TECHNICALLY AS WELL AS FINANCIALLY VIABLE THE PROJECT IS SEEKING THE FOLLOWING VARIANCES THROUGH THIS REZONING APPLICATION:

## 1. SITE FRONTAGE.

THE FRONTAGE OF THE SITE IS 99 FEET WHICH IS LESS THAN THE REQUIRED 130 FEET. DEVELOPMENT PROPOSALS WITH FRONTAGE OF LESS THAN 39.6 METERS (130 FEET) CAN BE CONSIDERED AT THE DISCRETION OF THE DIRECTOR OF PLANNING, WHERE THESE PROPOSALS INCLUDE CONTRIBUTIONS TO THE PUBLIC BENEFIT STRATEGY. PROPOSED IS A RESIDENTIAL DEVELOPMENT THAT INCLUDES 20% BELOW-MARKET RENTAL UNITS AND 80% SECURED MARKET RENTAL UNITS WHICH ADDRESSES CITY COUNCIL'S OBJECTIVES FOR MORE AFFORDABLE AND SECURED RENTAL HOUSING. REFER TO PAGE A-003 FOR DETAILS.

## 2. SIDE YARDS.

THIS RELAXATION IS NEEDED ON THE NORTH/WEST SIDE TO PUSH THE ELEVATOR CORE AS MUCH AS POSSIBLE NORTH/WEST TO MAXIMIZE THE TOWER SEPARATION DISTANCE TO POTENTIAL TOWERS ON THE NEIGHBOURING PROPERTY TO THE SOUTH/EAST (SEE SOUGHT VARIANCE 4) WHILE STILL PROVIDING A VIABLE FLOOR PLATE ABOVE AS WELL AS BELOW GRADE. A RELAXATION ON THE SOUTH/EAST SIDE IS NEEDED TO PROVIDE A CODE CONFORMING LOADING STALL. REFER TO PAGE A-003 FOR DETAILS.

## 3. BUILDING HEIGHT.

THE PROPOSAL IS SEEKING A VARIANCE TO EXCEED THE MAXIMUM BUILDING HEIGHT IN ACCORDANCE WITH THE ZONING AND DEVELOPMENT BY-LAWS FOR THE ELEVATOR OVERRUN AND MACHINE ROOM AS WELL AS ROOF MOUNTED ENERGY TECHNOLOGIES (HEAT PUMPS AND ELECTRIC DOMESTIC HOT WATER BOILERS). REFER TO PAGE A-003 FOR DETAILS.

## 4. MINIMUM DISTANCE BETWEEN TOWERS.

THE PROPOSAL IS SEEKING A VARIANCE TO REDUCE THE TOWER SEPARATION BY 0'-7" TO 79'-5" AND TO ALLOW A SMALL PORTION (20SF TOTAL) OF THE NON-HABITABLE ELEVATOR CORE ONLY TO PROTRUDE INTO THE REQUIRED TOWER SEPARATION FOR RESIDENTIAL USE. THIS RELAXATION IS REQUIRED TO PROVIDE A VIABLE TYPICAL TOWER FLOOR PLATE OF ONLY 4,696 SF GFA (6,600 SF PERMITTED). IT IS ALSO THE ONLY REASONABLE OPTION TO PROVIDE A FUNCTIONING PARKADE LAYOUT. THE REQUESTED RELAXATION IS BASED ON A POTENTIAL FUTURE TOWER ON THE NEIGHBOURING PROPERTY OWNED BY THE CITY AND LEASED TO PACIFIC HEIGHTS HOUSING CO-OP. REFER TO PAGE A-004 FOR DETAILS.

WE THANK CITY STAFF FOR THEIR ASSISTANCE THROUGHOUT THE DESIGN PROCESS AND FOR THEIR CONSIDERATION OF THIS REZONING APPLICATION.



## WALL PACIFIC REDEVELOPMENT - REZONING APPLICATION

## SITE INFORMATION

CIVIC ADDRESS LEGAL DESCRIPTION	1065 PACIFIC STREET, VANCOU LOT 11 BLOCK 13 PLAN VAP92 F PID: 010-526-595 LOT 11 BLOCK 13 PLAN VAP92 F PID: 010-526-617 LOT 12 BLOCK 13 PLAN VAP92 F PID: 010-526-650	IVER, BC PART1 W DISTRICT LOT 185 LAND DISTRICT 36 PART1 E DISTRICT LOT 185 LAND DISTRICT 36 PART1 W DISTRICT LOT 185 LAND DISTRICT 36
SITE AREA	12,972 SF	
	CURRENT / ALLOWED	PROPOSED
ZONING	RM-5A	CD-1
FSR	2.2 (28,538 SF)	11.19 (145.185 SF)
BUILDING HEIGHT	300' MAX	300'
CURRENT USE	3 STOREY WOOD FRAME BUILD	ING WITH 30 MARKET RENTAL UNITS
PROPOSED:	32 STOREY CONCRETE BUILDIN	IG WITH 180 UNITS COMPRISED OF
		36 BELOW-MARKET RENTAL UNITS AND
		144 SECURED MARKET RENTAL UNITS
FRONT YARD	12'-1 1/2" (3.7m)	12'-1 1/2" (3.7m)
SIDE YARDS	6'-10 1/2" (2.1m) PER RM-5A	6'-10 1/2" (2.1m)
	12'-1 1/2" (3.7m) PER BULLETIN	· · · · ·
BACK YARD	6'-10 1/2" (2.1m)	15'-10" (4.8m)
		( )

#### AREA SUMMARY

	GROSS FLOOR AREA	FSR AREA
LEVEL PACIFIC	4,886 SF	4,801 SF
LEVEL LANE	4,881 SF	4,840 SF
LEVEL AMENITY	2,662 SF	0 SF
LEVEL 4-32	136,172 SF (4,696SF x 29)	132,742 SF (4,577 SF x 29)
LEVEL ROOF	1,664 SF	1,636 SF
LEVEL ELEV MR	1,188 SF	1,166 SF
TOTAL	151,453 SF	145,185 SF

### APPLICABLE POLICIES AND GUIDELINES

- WEST END COMMUNITY PLAN (2013)
- REZONING POLICY FOR THE WEST END (2013, AMENDED 2017)
- CRITERIA FOR 100% SECURED RENTAL AND BELOW-MARKET HOUSING AS AN ALTERNATIVE TO INCLUSIONARY
- · SOCIAL HOUSING IN THE BURRARD CORRIDOR OF THE WEST END COMMUNITY PLAN (2020)
- WEST END TOWER FORM, SITING, AND SETBACKS ADMINISTRATIVE BULLETIN (2017, AMENDED 2020)
- VIEW PROTECTION GUIDELINES (1989, LAST AMENDED 2011)
- FAMILY ROOM: HOUSING MIX POLICY FOR REZONING PROJECTS (2016)
- HIGH DENSITY HOUSING FOR FAMILIES WITH CHILDREN (1992)
- COMMUNITY AMENITY CONTRIBUTIONS POLICY FOR REZONINGS (1999, AMENDED 2022)
- TENANT RELOCATION AND PROTECTION POLICY (2015, AMENDED 2022)
- DEVELOPMENT COST LEVY BYLAW
- DEVELOPMENT COST LEVIES INFORMATION BULLETIN (2018)
- LATECOMER POLICY (2021)
- PUBLIC ART POLICY FOR REZONED DEVELOPMENTS
- GREEN BUILDINGS POLICY FOR REZONINGS

## **RESIDENTIAL PARKING**

<b>RESIDENTIAL PARKIN</b>	G REQUIREME	ENT (4.3.3) (LESSEF	R OF 1 S	TALL / l	JNIT OR 14	0m <sup>2</sup> of GF	A)	
	REQUIRED	96 (**77 TDM)	PROVI	DED	95			
TYPE/LEVEL		, <i>, ,</i>	P5	P4	P3	P2	P1	TOTAL
SMALL			6	6	6	6	-	24
REGULAR			18	18	18	17	-	71
TOTAL			24	24	24	23	-	95
VISITOR PARKING RE	QUIREMENTS	(4.3.4) (LESSER OF	5% OF	TOTAL	# OF STAL	LS OR 0.0	5 SPACES	SPER UNIT)
	REQUIRED	5	PROVI	DED	5			
VISITOR SMALL			-	-	-	-	2	2
VISITOR REG			-	-	-	-	3	3
VISOTOR TOTAL			-	-	-	-	5	5
ACCESSIBLE PARKING	G REQUIREME	NT (4.8.4) (1 STALI	FORF	IRST 7 l	JNITS + 0.0	34 SPACE	ES / ADD U	JNIT)
	REQUIRED	7 (1+6)	PROVI	DED	7			
ACCESSIBLE			(-)	(-)	(4)	(3)	(-)	(7)
SMALL CAR SPACES F	REQUIREMENT	(4.1.8)						
	MAX 25%	þ	PROVI	DED	24 (25%)			
** THE PROJECT SEEK	(S A 20% RED	JCTION IN PARKIN	G THRO	UGH A	TDM ASSE	SSMENT	(WORKSH	EET C) -

PROXIMITY TO PUBLIC TRANSIT. ADJUSTED REQUIRED PARKING IS 79 STALLS.

## **BICYCLE PARKING**

BICYCLE PAR MIN 1.5 SPAC MIN 2.5 SPAC MIN 3.0 SPAC	<b>RKING REQUIREMENT CLASS A (6.2.1.2)</b> ES FOR UNITS <65 m <sup>2</sup> (700 SF) ES FOR UNITS >65 m <sup>2</sup> + <105m <sup>2</sup> ES FOR UNITS >105 m <sup>2</sup> (1 130 SF)	<b>REQUIRED</b> 177 (118 x 1.5) 153 (61 x 2.5) 3 (1 x 3)	PROVIDED
CLASS A TO		333 SPACES	334 SPACES (LEVEL P1)
MIN 5%	OVS (2.4m x 0.9m x 1.9m)	17	18
MAX 30%	VERTICAL (1.0m x 0.6m x 1.9m)	100	(20)
MAX 60%	STACKED AND VERTICAL	200	200 (180 STACKED)
MIN 10%	LOCKERS	33	62 (38 REG, 24 SAVER)
	HORIZONTAL	N/A	54
BICYCLE PAI 2 FOR FIRST	RKING REQUIREMENT CLASS B (6.2.1.2) 20 UNITS + 1 STALL / EACH ADD 20 UNITS	10	10
LOADING			
LOADING SP. Loading CLA	ACE REQUIREMENT (5.2.1) (1 STALL FOR 1 ASS B (11'-6" CLEAR HEIGHT)	00-299 UNITS) 1	1 STALL (LEVEL LANE)
PASSENGER	PARKING		
PASSENGER PASSANGER	SPACE REQUIREMENT (7.2.1) (1 STALL FO LOADING CLASS A	DR FIRST 50-125 UNITS + 1 S <b>2</b>	TALL / EACH ADD 150 UNITS) <b>2</b> STALLS (LEVEL LANE)
4.1.11 AND 5. Where Gro And Bicycle	1.6 AND 6.1.5 FLOOR AREA CALCULATION SS FLOOR AREA IS USED TO CALCULATE E SPACES, IT IS CALCULATED IN THE SAMI	I THE NUMBER OF REQUIRED E MANNER AS THE FLOOR S	) Parking and Loading Pace Ratio.
BULK STORA	GE REQUIREMENT REQUIRED 180 (1/unit)	PROVIDED 240	

37

BELOW GRADE STORAGE

**IN-SUITE ABOVE GRADE** 

## HOUSING POLICIES

- THE APPLICATION IS BEING SUBMITTED UNDER POLICY: CRITERIA FOR 100% SECURED RENTAL AND BELOW-MARKET HOUSING AS AN ALTERNATIVE TO INCLUSIONARY SOCIAL HOUSING IN THE BURRARD CORRIDOR
  - 100% SECURED RENTAL UNITS .
  - MIN 20% BELOW-MARKET RENTAL (BMR) UNITS
  - MIN 20% OF RESIDENTIAL FLOOR AREA TO BE SECURED BMR
- FAMILY ROOM: HOUSING MIX POLICY FOR REZONING PROJECTS (2016) REQUIRES A MIN OF 35% OF UNITS TO BE FAMILY UNITS DESIGNED IN ACCORDANCE WITH THE HIGH DENSITY HOUSING FOR FAMILIES WITH CHILDREN GUIDELINES.

## **BELOW-MARKET RENTAL AREA** SECURED MARKET RENTAL AREA TOTAL RENTABLE AREA

UNIT SIZES FOR THE PURPOSE OF CONFIRMING BELOW-MARKET RENTAL AREAS HAVE BEEN CALCULATED BASED ON THE RULES SET TO PROVIDE DCL WAIVER CONFORMANCE AS FOLLOWS:

- INDIVIDUAL DWELLING UNITS ARE MEASURED FROM THE INSIDE OF ALL OUTER WALLS (WHETHER THEY BE EXTERIOR WALLS, DEMISING/PARTY WALLS, OR WALLS SEPARATING UNIT FROM COMMON AREAS).
- EXCLUDED BULK STORAGE, BALCONIES AND ENCLOSED BALCONIES ARE NOT TO BE INCLUDED IN THE UNIT SIZE CALCULATIONS



SITE LOCATION WITHIN THE WEST END COMMUNITY PLAN BOUNDARY

## A-002 - PROJECT - INFORMATION / STATISTICS **REZONING APPLICATION BOOKLET**

49 47 47

60 (2 ON LEVEL PACIFIC, 2 EACH ON LEVELS 04-32) 60

180

19.192 SF / 20.7% 73,448 SF / 79.3% 92.640 SF / 100%

## HOUSING STATISTICS

## **180 TOTAL RESIDENTIAL UNITS**

36 BELOW-MARKET RENTAL UNITS	(20.0%)
144 SECURED MARKET RENTAL UNITS	(80.0%)
63 FAMILY UNITS	(35.0%)
117 ONE BEDROOM UNITS	(65.0%)
62 TWO BEDROOM UNITS	(34.4%)
1 THREE BEDROOM UNIT	(0.6%)

## BELOW-MARKET RENTAL UNIT TYPES

23 ONE BEDROOM UNITS	(63.9%)
12 TWO BEDROOM UNITS	(33.3%)
1 THREE BEDROOM UNIT	(2.8%)
36 UNITS TOTAL (13 FAMILY UNITS - 36	.1%) (100.0%)

## SECURED MARKET RENTAL UNIT TYPES

94 ONE BEDROOM UNITS	(65.3%)
50 TWO BEDROOM UNITS	(34.7%)
144 UNITS TOTAL (50 FAMILY UNITS - 34.7%)	(100.0%)

REFER TO SHEET RZ-001 FOR INFORMATION ON LOCATION OF BMR / SMR UNITS AS WELL AS DETAILED AREA CALCULATIONS.

## VARIANCES

## SOUGHT VARIANCE 1: SITE FRONTAGE

UNDER THE WEST END COMMUNITY PLAN (7.3.1 GEORGIA AND BURRARD CORRIDORS) THE MAXIMUM BUILDING HEIGHT OF 300' IS SUBJECT TO A MINIMUM SITE FRONTAGE OF 130 FEET

DEVELOPMENT PROPOSALS WITH FRONTAGES OF LESS THAN 39.6 METRES (130 FEET) CAN BE CONSIDERED AT THE DISCRETION OF THE DIRECTOR OF PLANNING, WHERE THESE PROPOSALS INCLUDE CONTRIBUTIONS TO THE PUBLIC BENEFITS STRATEGY, INCLUDING SECURED MARKET RENTAL HOUSING.

THE PROPOSAL IS SEEKING A VARIANCE TO REDUCE THE FRONTAGE REQUIREMENT FROM 130 FEET TO 99 FEET. IT IS MAKING A SIGNIFICANT CONTRIBUTION TO THE PUBLIC BENEFITS STRATEGY BY PROVIDING A TOTAL OF 180 RENTAL UNITS (20% BMR AND 80% SMR UNITS). THIS PRESENTS AN INCREASE OF 150 RENTAL UNITS OVER THE CURRENTLY EXISTING 30 MARKET RENTAL UNITS.

## SOUGHT VARIANCE 2: SIDE YARDS

UNDER THE ADMINISTRATIVE BULLETIN 'WEST END - TOWER FORM, SITING AND SETBACKS' SITES SHALL PROVIDE A MINIMUM SIDE YARD OF 3.7M (12 FT).

THE PROPOSAL IS SEEKING A VARIANCE TO REDUCE THE SIDE YARD REQUIREMENT FROM 3.7 M (12 FT) TO 2.1 M (6'-10 1/2"). A 2.1 M SIDE YARD IS IN LINE WITH THE CURRENT RM-5A ZONING AND PROVIDES AN IMPROVEMENT OVER THE 5 FT SETBACK OF THE EXISTING BUILDING ON SITE.

SPECIFICALLY, THIS 1.6 M RELAXATION IS NEEDED ON THE NORTH/WEST SIDE TO PUSH THE ELEVATOR CORE AS MUCH AS POSSIBLE NORTH/WEST TO MAXIMIZE THE TOWER SEPARATION DISTANCE TO POTENTIAL TOWERS ON THE NEIGHBOURING PROPERTY TO THE SOUTH/EAST (SEE SOUGHT VARIANCE 4) WHILE STILL PROVIDING A VIABLE FLOOR PLATE ABOVE AS WELL AS BELOW GRADE THE REQUESTED RELAXATION OF 1.6 M ON THE SOUTH/EAST SIDE IS NEEDED TO PROVIDE A CODE CONFORMING LOADING STALL. BRINGING LOADING BELOW GRADE IS NOT AN OPTION AS THE PROJECT TEAM HAD TO UTILIZE TWO (2) CAR ELEVATORS IN LIEU OF A CONVENTIONAL PARKADE ACCESS RAMP (AT CONSIDERABLE EXTRA EXPENSE) TO CREATE A VIABLE PARKING LAYOUT.

## SKETCH 1: STREET FRONTAGE



PROPERTY LINE

#### SKETCH 2: RM-5A AND WE-TFSS SIDE YARDS AND HOW THEY RELATE TO THE EXISTING BUILDING OUTLINE AS WELL AS PROPOSED NEW BUILDING OUTLINE.



- - - - MIN YARDS - BULLETIN: WEST END - TOWER FORM, SITING AND SETBACKS (WE-TFSS)

ITEMS:

UNREALISTIC. SKETCH 3:

## SOUGHT VARIANCE 3: BUILDING HEIGHT

UNDER SECTION 10.1 OF THE ZONING AND DEVELOPMENT BY-LAW THE DIRECTOR OF PLANNING MAY PERMIT THE FOLLOWING ITEMS TO EXCEED THE MAXIMUM BUILDING HEIGHT IF THEY DO NOT IN TOTAL COVER MORE THAN 10% OF THE ROOF AREA ON WHICH THEY ARE LOCATED:

ARCHITECTURAL FEATURES

MECHANICAL EQUIPMENT, INCLUDING ELEVATOR MACHINE ROOMS, AND ANY RELATED SCREENING MATERIALS

EXEMPT FROM THE MAXIMUM 10% ROOF AREA COVERAGE ARE THE FOLLOWING

ROOF MOUNTED ENERGY TECHNOLOGIES

THE PROPOSAL IS SEEKING A VARIANCE TO EXCEED THE MAXIMUM BUILDING HEIGHT IN ACCORDANCE WITH THE AFORE MENTIONED BY-LAW FOR THE ELEVATOR OVERRUN AND MACHINE ROOM AS WELL AS ROOF MOUNTED ENERGY TECHNOLOGIES (HEAT PUMPS AND ELECTRIC DOMESTIC HOT WATER BOILERS). WITH 37 STOREYS (5 BELOW GRADE) THE USE OF MACHINE-ROOM-LESS (MRL) ELEVATORS IS NOT POSSIBLE DUE TO HEIGHT LIMITATIONS AND AN ELEVATOR MACHINE ROOM ON THE ROOF IS THE STANDARD OF CONSTRUCTION. THE TEAM WENT THROUGH A DETAILED EXERCISE TO SEE IF THE ENERGY EQUIPMENT COULD BE MOVED BELOW GRADE. HOWEVER, THE SMALL FOOTPRINT OF THE SITE AND REQUIREMENT FOR VERY LARGE AIR INTAKE/EXHAUST VENTS AS WELL AS CONCERNS ABOUT PLUM CLOUDS DEVELOPING AT GRADE DURING THE COLDER SEASON MADE THIS APPROACH

PROPOSED AREAS EXCEEDING THE MAXIMUM BUILDING HEIGHT (ALLOWABLE UNDER SECTION 10.1 OF THE ZONING AND DEVELOPMENT BY-LAW).



OVERALL ROOF AREA:	5,787 SF	(100.0%)
ELEVATOR MACH RM AREA:	530 SF	(9.2%)
ENERGY EQUIP + ACCESS:	1,254 SF	(21.7%)

## VARIANCES

SOUGHT VARIANCE 4: MINIMUM DISTANCE BETWEEN TOWERS UNDER THE ADMINISTRATIVE BULLETIN 'WEST END - TOWER FORM, SITING AND SETBACKS' THE MINIMUM DISTANCE BETWEEN A TOWER AND AN INTERIOR PROPERTY LINE SHALL BE 12 M (40 FT). A REDUCED SETBACK CAN BE CONSIDERED WHERE A MINIMUM OF 24.4 M (80 FT) CAN BE ACHIEVED FROM AN EXISTING TOWER OR THE LIKELY LOCATION OF A FUTURE TOWER ON AN ADJACENT SITE, SUBJECT TO URBAN DESIGN ANALYSIS.

THE PROPOSAL IS SEEKING A VARIANCE TO REDUCE THE MINIMUM DISTANCE BETWEEN TOWER AND PROPERTY LINE / TOWER AND LIKELY LOCATION OF FUTURE TOWER(S) ON THE NEIGHBOURING SITE AT 1019-1051 PACIFIC STREET BY EXCLUDING THE NON-HABITABLE STAIR CORE FROM CONFORMING WITH THE TOWER SEPARATION REQUIREMENT FOR RESIDENTIAL USE.

THE PROJECT TEAM UNDERTOOK CONSIDERABLE EFFORTS TO MINIMIZE THE TOWER ENCROACHMENT AND TO ENSURE PRIVACY AND LIVABILITY IS UPHELD FOR ANY FUTURE TOWER ON THE NEIGHBOURING SITE.

- TOWER SEPARATION OF 40 FT TO THE PROPERTY LINE HAS BEEN ACHIEVED FOR ALL HABITABLE SPACES.
- THE PROPOSED DEVELOPMENT IS SEEKING A RELAXATION ONLY FOR PARTS OF THE ELEVATOR CORE WHICH IS ENCROACHING INTO THE 40' SETBACK TO THE PROPERTY LINE BY 10'-0".
- THE PART OF THE CORE ENCROACHING INTO THE TOWER SETBACK HAS NO WINDOWS FACING THE NEIGHBOURING PROPERTY. IN ADDITION, ROUNDED EDGES WERE INTRODUCED TO THE CORE TO FURTHER MINIMIZE THE AREA ENCROACHING INTO THE SETBACK AND TO MAXIMIZE POTENTIAL VIEWS FROM A FUTURE TOWER.
- THE LOCATION OF THE CORE IS DICTATED BY THE PARKING LAYOUT AS A MIN CLEARANCE FOR A ROW OF PARKING PLUS DRIVE AISLE HAS TO BE MAINTAINED. IT IS NOT POSSIBLE TO CREATE A FUNCTIONING PARKING LAYOUT IF THE CORE MOVES ANY FURTHER TO THE NORTH/WEST.
- CONSIDERING THAT, IF AT ALL, THE MOST LIKELY FUTURE DEVELOPMENT IS THAT OF TWO TOWERS WITH 5,500 SF FLOOR PLATES (SEE DETAILS BELOW), THE REQUIRED RELAXATION, BASED ON PROPOSED TOWER OUTLINES NOTED ON PAGE A-011B, IS A VERY MODEST 0'-7".

IF AND WHEN A SIGNIFICANT REDEVELOPMENT HAPPENS, TWO SCENARIOS ARE POSSIBLE UNDER CURRENT BY-LAWS:

- UNDER THE RENTAL INCENTIVE PROGRAM (UNTIL DEC 15, 2022) TWO TOWERS, EACH WITH A 6,600 SF FLOOR PLATE, COULD BE CONSIDERED (THE MAXIMUM PLATE SIZE IS NOT ACHIEVABLE DUE TO SITE CONSTRAINTS). IN THIS SCENARIO ALL PROPOSED HABITABLE RESIDENTIAL AREAS CONFORM WITH THE TOWER SEPARATION REQUIREMENTS. A RELAXATION OF 10'-0" IS REQUIRED ONLY FOR THE NON-HABITABLE ELEVATOR CORE TO PROVIDE A VIABLE TYPICAL TOWER FLOOR PLATE OF MODEST 4,696 SF GFA (6,600 SF PERMITTED). IT IS ALSO THE ONLY REASONABLE OPTION TO PROVIDE A FUNCTIONING PARKADE LAYOUT. (SEE ALSO DETAILED PLANS ON PAGE A-011A.)
- UNDER THE WEST END COMMUNITY PLAN AREA G OF THE BURRARD CORRIDOR - THE ALLOWABLE FLOOR PLATE SIZE IS 5,500 SF. IN THIS SCENARIO ALL HABITABLE RESIDENTIAL AREAS OF THE PROPOSAL CONFORM WITH THE TOWER SEPARATION REQUIREMENTS. A RELAXATION OF 0'-7" IS REQUIRED ONLY FOR THE NON-HABITABLE ELEVATOR CORE TO PROVIDE A VIABLE TYPICAL TOWER FLOOR PLATE OF 4,696 SF GFA (6,600 SF PERMITTED). IT IS ALSO THE ONLY REASONABLE OPTION TO PROVIDE A FUNCTIONING PARKADE LAYOUT. (SEE ALSO DETAILED PLANS ON PAGE A-011B.)

HOWEVER, THE NEIGHBOURING PROPERTY WHICH IS OWNED BY THE CITY AND LEASED TO PACIFIC HEIGHTS HOUSING CO-OP IS UNLIKELY TO BE RE-DEVELOPED IN THE NEAR TO MID-TERM FOR THE FOLLOWING REASONS:

- THERE ARE 8 REGISTERED HERITAGE BUILDINGS ON SITE. THESE EDWARDIAN HOUSES OF HERITAGE SIGNIFICANCE CLASS B WERE SAVED FROM DEMOLITION, MOVED FORWARD, REGROUPED AS FOUR PAIRS, AND CONVERTED INTO DUPLEXES
- ROGER HUGHES, THE ARCHITECT OF THE RE-DEVELOPMENT, WON A GOVERNOR GENERAL'S MEDAL FOR ARCHITECTURE FOR THE PROJECT.
- THE DEVELOPMENT IS A SIGNIFICANT CONTRIBUTION TO VANCOUVER'S BUILT ENVIRONMENT. REFER TO THE STATEMENT OF SIGNIFICANCE PREPARED BY DONALD LUXTON & ASSOCIATES INC

REDUCING THE ALREADY SMALL FLOOR PLATE EVEN FURTHER TO ACCOMMODATE THE TECHNICAL SETBACK REQUIREMENTS WOULD RENDER THE PROJECT, DELIVERING 180 DEDICATED RENTAL UNITS, 20% AT BELOW MARKET RATES, UNVIABLE. THE TEAM ALREADY HAD TO DELETE THE CONVENTIONAL PARKADE RAMP AND IS PROPOSING TWO (2) CAR ELEVATORS AT CONSIDERABLE EXTRA EXPENSE IN ORDER TO KEEP THE TOWER ENCROACHMENT AT AN ABSOLUTE MINIMUM AND STILL DELIVER A VIABLE PARKADE CONSTRUCTION.

## SKETCH 4:

THE TOWER SEPARATION DISTANCE BETWEEN THE PROPOSED TOWER AT 1065 PACIFIC AND PROPOSED FUTURE TOWERS AT 1019-1051 PACIFIC IS 89'-5" BETWEEN ALL HABITABLE, REGULARLY OCCUPIED RESIDENTIAL SPACES AND EXCEEDS THE MINIMUM REQUIRED TOWER SEPARATION OF 80' BY 9'-5". THE PROPOSAL IS SEEKING A VARIANCE TO REDUCE THE TOWER SEPARATION BY 0'-7" TO 79'-5" AND TO ALLOW A SMALL PORTION (20SF TOTAL) OF THE NON-HABITABLE ELEVATOR CORE ONLY TO PROTRUDE INTO THE REQUIRED TOWER SEPARATION.





## THE SEVEN BUILT FORM GUIDING PRINCIPLES

## 1. REINFORCE THE DOME-SHAPED SKYLINE

NEW DEVELOPMENT OPPORTUNITY SHOULD REINFORCE THE LEGIBILITY OF THE DOWNTOWN'S RECOGNIZED DOME-SHAPED SKYLINE WHEN VIEWED FROM LONGER DISTANCES. APPROPRIATE FORM AND SCALE TO "FILL THE GAPS" CAN STRENGTHEN THE IMAGE OF THE CITY.



## 2. STRENGTHEN THE URBAN FRAME

RECOGNIZE THE THURLOW-BURRARD AND GEORGIA-ALBERNI CORRIDORS AS TWO EDGES OF AN "URBAN FRAME" TO THE LOWER. EXISTING SCALE OF THE WEST END. INTENSIFY THESE CORRIDORS TOWARDS GREATER CLARITY, AND CONTRAST WITH, THE ESTABLISHED NEIGHBOURHOODS.



## 3. ADHERE TO PREVAILING VIEW CORRIDORS

SUPPORT COUNCIL APPROVED VIEW CORRIDORS (PROTECTED PUBLIC VIEWS) TOWARDS SHAPING THE EVOLVING SKYLINE, WHILE ALSO RECOGNIZING THE NEED FOR SPATIAL SEPARATION OF HIGHER BUILDINGS FROM THE MORE LOCALIZED SCALE OF THE DAVIE, DENMAN AND ROBSON VILLAGES.



## 4. RECOGNIZE TRANSITIONAL ROLE IN FORM AND SCALE

ENSURE A THOUGHTFUL URBAN DESIGN RESPONSE FOR NEW DEVELOPMENT OPPORTUNITY BY RECOGNIZING THE LOCAL, CONTEXTUAL ROLE NEW BUILT FORM CAN OFFER IN MEDIATING BETWEEN ESTABLISHED DEVELOPMENT AND RESPECTIVE SITES. FORM AND SCALE TO "FILL THE GAPS" CAN STRENGTHEN THE IMAGE OF THE CITY.



5. DEMONSTRATE SHADOWING PERFORMANCE ENSURE THAT NEW DEVELOPMENT DOES NOT ADVERSELY IMPACT SHADOWING ON RECOGNIZED PUBLIC OPEN SPACE AND VILLAGE AREAS AS A PERFORMANCE MEASURE TO ENSURE THAT THESE SPACES HAVE SOLAR ACCESS WHEN CITIZENS ARE TYPICALLY MORE ACTIVE.



## 6. RESPONSIVE FORM TO PRIVATE VIEWS

NEW DEVELOPMENT SHOULD BE RESPONSIVE TO ADJACENT AND NEARBY PRIVATE VIEWS BY SHAPING BUILT FORM TO OPTIMIZE PERFORMANCE. **RESPONSIVE BUILDING FORMS CAN HELP ACHIEVE A** DISTINCTIVE ARCHITECTURAL IDENTITY.



## 7. GROUND ORIENTED FOCUS IN USES AND PUBLIC REALM QUALITY

NEW DEVELOPMENT NEEDS TO CONTRIBUTE TO PUBLIC REALM VITALITY BY CONTRIBUTING ACTIVE USES TOWARDS PEDESTRIAN INTEREST AS WELL AS THOUGHTFUL BUILDING, TENANCY AND RELATED PUBLIC REALM DESIGN QUALITY.





Rendering showing potential 30 year build out of the community. Light grey buildings indicate those under construction or in the approval process; blue buildings illustrate plan development estimate. Red building indicates project site.

WALL PACIFIC REDEVELOPMENT **1065 PACIFIC STREET** 

A-005 - POLICY CONTEXT - BUILT FORM GUIDING PRINCIPLES **REZONING APPLICATION BOOKLET** 

## THE BURRARD CORRIDOR

## CHARACTER

THE BURRARD CORRIDOR IS GENERALLY LOCATED BETWEEN BURRARD AND THURLOW STREETS. FROM PACIFIC STREET TO THE LANEWAY SOUTH OF ROBSON STREET (EXCLUDING THE VILLAGE AREAS).

CONSIDERED A TRANSITION AREA BETWEEN THE NEIGHBOURHOODS AND THE DOWNTOWN, THIS IS ONE OF THE NEWER AREAS OF THE WEST END WHERE THE MAJORITY OF NEW HOUSING AND JOB SPACE HAS BEEN BUILT OVER THE PAST 40 YEARS. IT HAS A CHARACTER SIMILAR TO THE DOWNTOWN WITH MOSTLY HIGH-RISE OFFICE, HOTEL, INSTITUTIONAL AND RESIDENTIAL BUILDINGS, AND ARE WELL SERVED BY TRANSIT, SERVICES AND AMENITIES.

THE BURRARD CORRIDOR WILL ACCOMMODATE ADDITIONAL JOB SPACE AND HOUSING, CLOSE TO TRANSIT, LOCAL SERVICES AND AMENITIES. WHICH HELP MEET THE NEEDS OF THE COMMUNITY.

## GENERAL POLICIES

SCULPT BUILT FORM TO MAXIMIZE SUNLIGHT ON THE SIDEWALKS.

• ENSURE NEW DEVELOPMENT MAINTAINS IMPORTANT PUBLIC STREET END VIEWS TO THE NORTH SHORE MOUNTAINS, ENGLISH BAY, AND STANLEY PARK.

• BUILDING HEIGHTS SHOULD NOT EXCEED VIEW CORRIDOR LIMITS (EXCEPT QE VIEW CORRIDOR WHERE CONSISTENT WITH THE GENERAL POLICY FOR HIGHER BUILDINGS)

• ALONG WEST GEORGIA AND BURRARD STREETS, SET BACK RESIDENTIAL LOBBY AREAS FROM THE STREET TO MAXIMIZE COMMERCIAL OR PUBLIC USES ALONG THE STREET FRONTAGES.

#### Thuntowst Burrard St Broughtons S Cardero St Butest 105 Giford St HICOIAST Chilco St Denman 5 5 Bute W Georgia St W Georgia St Alberni Retail Georgia Corridor Alberni St Alberni St District Robson St Lower Robson Robson St Haro St Haro St Corridor Barclay St Barclay St Nelson St rrard E Nelson St Comox St B Pendrell St Comox St Davie St Lower Davie Pendrell St Burnaby St F Davie St Harwood St PROJECT SITE -Burnaby St Pacific St English Bay G Harwood St N. Beach Ave Pacific St LEGEND Park Area Boundary Corridors Beach Streets

WALL PACIFIC REDEVELOPMENT 1065 PACIFIC STREET

## A-006 - POLICY CONTEXT - THE BURRARD CORRIDOR REZONING APPLICATION BOOKLET

SPECIFIC POLICIES

• BUILDING HEIGHTS SHOULD NOT EXCEED VIEW CORRIDOR LIMITS (EXCEPT IN ACCORDANCE WITH THE GENERAL POLICY FOR HIGHER BUILDINGS). HOWEVER, WHERE NOT RESTRICTED BY VIEW CORRIDORS, BUILDING HEIGHTS CAN BE CONSIDERED UP TO A MAXIMUM OF: - AREA 'G': 91.4 METRES (300 FEET)

BUILDING HEIGHTS ARE SUBJECT TO OTHER COUNCIL-APPROVED POLICIES, GUIDELINES, BY-LAWS AND URBAN DESIGN CONSIDERATIONS, AND A MINIMUM SITE FRONTAGE OF 39.6 METRES (130 FEET). DEVELOPMENT PROPOSALS WITH FRONTAGES OF LESS THAN 39.6 METRES (130 FEET) CAN BE CONSIDERED AT THE DISCRETION OF THE DIRECTOR OF PLANNING, WHERE THESE PROPOSALS INCLUDE CONTRIBUTIONS TO THE PUBLIC BENEFITS STRATEGY, INCLUDING SECURED MARKET RENTAL OR SOCIAL HOUSING. MAXIMUM DENSITIES WILL RECOGNIZE URBAN DESIGN CONSIDERATIONS ON A SITE BY SITE BASIS. • TO MAXIMIZE VIEWS AND SUNLIGHT ON SIDEWALKS, RESIDENTIAL FLOOR PLATES ABOVE THE PODIUM LEVEL(S) SHOULD NOT EXCEED:

- AREA 'G': 511 SQUARE METRES (5.500 SQUARE FEET)

• IN AREA 'G', REZONING APPLICATIONS TO INCREASE DENSITY CAN BE CONSIDERED. WHERE AN APPLICATION INCLUDES A RESIDENTIAL COMPONENT, DENSITY INCREASES WILL BE CONSIDERED TO PROVIDE SOCIAL HOUSING FOR SITES WITHIN THE CURRENT RM-5A AND RM-5B ZONES (SEE 8.0 HOUSING).

• NEW DEVELOPMENT IN AREA 'G' SHOULD BE IN THE FORM OF A TOWER WITH LANDSCAPING AT GRADE (I.E., "TOWER IN THE PARK"), EXCEPT FOR SITES FRONTING ONTO BURRARD STREET, WHERE A PODIUM WITH COMMERCIAL USES IS APPROPRIATE.



## 8.1 HOUSING SUPPLY AND AFFORDABILITY NON-MARKET RENTAL (SOCIAL) AND SECURED MARKET RENTAL HOUSING

8.1.4 IN AREAS '1' AND '2' WITHIN THE BURRARD CORRIDOR, ADDITIONAL DENSITY CAN BE CONSIDERED THROUGH REZONING FOR NEW DEVELOPMENTS THAT PROVIDE AT LEAST 25% OF FLOOR SPACE AS SOCIAL HOUSING, OR ONE-FOR-ONE REPLACEMENT OF THE EXISTING MARKET RENTAL HOUSING WITH SOCIAL HOUSING UNITS, WHICHEVER IS GREATER.

8.1.8 THE AMOUNT OF SOCIAL HOUSING OR MARKET RENTAL HOUSING TO BE PROVIDED IN EXCHANGE FOR PROVISION OF ADDITIONAL DENSITY, AS SET OUT IN THIS PLAN, MAY BE SUBJECT TO REVIEW AS ECONOMIC CONDITIONS CHANGE.

8.1.9 IN ALL CASES WHERE SOCIAL HOUSING UNITS ARE SECURED THROUGH PROVISION OF ADDITIONAL DENSITY, UNITS WILL BE DELIVERED AS COMPLETED UNITS ON TERMS THAT ARE SATISFACTORY TO THE CITY.

8.1.12 REZONING WILL BE CONSIDERED TO RENEW AND INCREASE THE STOCK OF SOCIAL HOUSING AND ENHANCE AFFORDABILITY WHERE POSSIBLE, RECOGNIZING THAT PROJECTS CAN INCLUDE A MARKET HOUSING COMPONENT (RENTAL OR OWNERSHIP) TO ASSIST WITH PROJECT FUNDING. REZONING APPLICATIONS WILL BE SUBJECT TO URBAN DESIGN PERFORMANCE (INCLUDING CONSIDERATION OF SHADOW ANALYSIS, VIEW IMPACTS, FRONTAGE LENGTH, BUILDING MASSING, SETBACKS, ETC.).

## 8.2 HOUSING DIVERSITY

A DIVERSITY OF HOUSING OPTIONS IS NEEDED TO ACCOMMODATE THE RANGE OF AGES AND INCOME LEVELS THAT IS REFLECTIVE OF THE PEOPLE LIVING IN THE WEST END. INCREASING THE HOUSING OPTIONS WILL ALLOW THE COMMUNITY TO CONTINUE TO CALL THE WEST END HOME AS THEIR HOUSING NEEDS CHANGE. ENSURING HOUSING IS ADAPTABLE IS KEY TO ACCOMMODATING AN AGING POPULATION.

8.2.1 OFFER A VARIETY OF HOUSING CHOICES AND COMMUNITY FACILITIES TO ATTRACT AND RETAIN A VIBRANT WORKFORCE, INCLUDING FAMILIES WITH CHILDREN.

8.2.2 IN SOCIAL HOUSING REQUIRE THAT 50% OF ALL UNITS ARE TWO AND THREE BEDROOM UNITS FOR FAMILIES (EXCEPT FOR SENIORS AND SUPPORTIVE HOUSING), DESIGNED IN ACCORDANCE WITH THE HIGH DENSITY HOUSING FOR FAMILIES WITH CHILDREN GUIDELINES.

8.2.3 IN MARKET HOUSING REQUIRE THAT 25% OF UNITS IN NEW MULTIFAMILY DEVELOPMENTS HAVE TWO AND THREE BEDROOM UNITS FOR FAMILIES DESIGNED IN ACCORDANCE WITH THE HIGH DENSITY HOUSING FOR FAMILIES WITH CHILDREN GUIDELINES AND LOCATED ON THE LOWER FLOORS.





## CITY OF VANCOUVER VIEW CONE ASSESSMENT

THE SUBJECT SITE 1065 PACIFIC STREET IS SURROUNDED BY VIEW CONES BUT NOT DIRECTLY IMPACTED BY ANY VIEW CONE ALLOWING THIS DEVELOPMENT TO REACH THE MAXIMUM BUILDING HEIGHT OF 300' SET IN THE WEST END COMMUNITY PLAN.











## **DESIGN RATIONAL - MASSING AND SITING**

### ARCHITECTURAL PARTI

TAKING ADVANTAGE OF THE SITE'S PRIME LOCATION WITHIN THE WEST END NEIGHBOURHOOD THIS PROJECT PROPOSES TO ADD MUCH NEEDED DENSITY IN FORM OF A 32-STOREY RESIDENTIAL TOWER DEVELOPMENT THAT INCLUDES A TOTAL OF 180 UNITS CONSISTING OF 20% BELOW-MARKET RENTAL (BMR) UNITS AND 80% SECURED MARKET RENTAL (SMR) UNITS. THIS ADDRESSES CITY COUNCIL'S OBJECTIVES FOR MORE AFFORDABLE AND SECURED RENTAL HOUSING.

THE EXPRESSION OF THE PROPOSED DEVELOPMENT IS INTENDED TO MARRY THE SCALES OF THE WEST END HIGH RISES, WITH THE SMALLER SCALE CHARACTER OF THE HERITAGE BUILDINGS ON THE NEIGHBOURING PROPERTIES, TO CREATE AN ENSEMBLE WITHIN A BUILDING FORM THAT IS EXPERIENTIALLY URBAN SCALED WHEN VIEWED FROM A DISTANCE WHILE FEELING MUCH MORE NEIGHBOURHOOD APPROPRIATE WHEN EXPERIENCED FROM THE STREET.

THIS EXPERIENCE IS CREATED BY INTENTIONALLY PLACING THE AMENITY SPACE ON LEVEL 3 WITH ITS OVERHEIGHT GLASS WALLS SET BACK SIGNIFICANTLY FROM THE TOWER OUTLINE ABOVE AND BELOW. THE RESULTING RECESS PROVIDES A HORIZONTAL RELIEVE AT THE SAME HEIGHT AS THE ROOF LINES OF THE NEIGHBOURING HERITAGE HOUSES THUS CREATING THE NEEDED NEIGHBOURHOOD FEEL FROM STREET LEVEL.

HOWEVER, BECAUSE THE BASE BELOW THE AMENITY LEVEL HAS THE SAME FOOTPRINT AS THE TOWER ABOVE, THE OVERALL MASS SEEN FROM AFAR STILL READS AS A TOWER ANCHORED IN THE GROUND.

THE SECOND IMPORTANT PIECE OF THE DESIGN PARTI IS BASED ON THE POLICY TO PROVIDE A TOWER-IN-THE-PARK. ALL BUILDING ELEMENTS OF THE BASE OUTSIDE OF THE TOWER FOOTPRINT ARE SET BACK SIGNIFICANTLY TO ALLOW THE TOWER TO COME DOWN TO THE GROUND. THE LOBBY AT PACIFIC STREET IS UTILIZING FULL HEIGHT GLAZING TO SET A STARK CONTRAST TO THE TOWER BASE AND THE ADDITIONAL URBAN FOREST IN FRONT OF THE LOBBY COMPLETES THE LOOK OF A TOWER-IN-THE-PARK TYPOLOGY.

THE DEVELOPMENT ALSO RESPECTS AND ENHANCES THE PACIFIC STREET STREETSCAPE BY REMOVING A LARGE PART OF THE 5' HIGH RETAINING WALL CURRENTLY RUNNING ALONG THE PROPERTY LINE AND BRINGING THE LOBBY ENTRANCE DOWN TO STREET LEVEL THEREBY OPENING UP VIEWS INTO THE DEVELOPMENT AND ITS PROPOSED LUSH URBAN FOREST. TOWNHOMES FRONTING PACIFIC STREET ADDING 'EYES ON THE STREET'. THE 4' HIGH PATIO WALL IS PURPOSEFULLY SET BACK FROM THE PROPERTY LINE TO ALLOW PLANTING ALONG THE BASE FOR ADDED INTEREST WHILE PROVIDING THE NEEDED PRIVACY TO THE TENANTS.





VIEW FROM INTERSECTION OF PACIFIC STREET AND THURLOW STREET LOOKING EAST





A-012A - DESIGN RATIONAL - MASSING AND SITING REZONING APPLICATION BOOKLET

WALL PACIFIC REDEVELOPMENT 1065 PACIFIC STREET VIEW FROM DISTANCE LOOKING NORTH



## **DESIGN RATIONAL - MASSING AND SITING**

### LOADING AND PARKING ACCESS

PARKING AND LOADING ACCESS HAVE BEEN LOCATED AT THE LANE LEVEL AT A HUGE EXPENSE TO THE PROJECT DUE TO THE DEDICATED BICYCLE LANE RUNNING ALONG PACIFIC BUT ALSO TO KEEP THE TOWER IN THE PARK TYPOLOGY AS CLEAN AS POSSIBLE FROM PACIFIC LEVEL. DUE TO THE AVERAGE SLOPE OF THE SITE BEING 13% FROM THE LANE DOWN TO PACIFIC AND THE CONSTRAINTS TO LOCATE THE BUILDING CORE IT WAS VIRTUALLY IMPOSSIBLE TO BRING A PARKING RAMP DOWN TO THE BELOW GRADE LEVELS THUS REQUIRING THE TEAM TO INTRODUCE TWO CAR ELEVATORS AS WELL AS A DEDICATED BICYCLE ELEVATOR TO THE PROJECT.

TO AVOID THE TYPICAL UTILITARIAN APPEARANCE OF A LANE FACADE THE PROPOSAL INTEGRATES THE PARKING / BICYCLE ELEVATORS INTO THE BUILDING MASSING HIDDEN BEHIND THE LANE FACING RESIDENTIAL UNITS. THE LOADING STALL IS ALSO INTEGRATED INTO THE BUILDING MASSING AND TUCKED INTO THE BACK OF THE BASE HIDDEN BEHIND THE LARGE OVERHANG OF THE OUTDOOR AMENITY SPACE ABOVE AS WELL AS A CLUSTER OF TREES AT LANE LEVEL.

TO FURTHER ENHANCE THE QUALITY OF THE LANE FACADE AND, DECORATIVE PAVING WITH CONCRETE BANDING AND EXTRA LIGHTING IS PROPOSED THROUGHOUT THE SHARED VEHICLE AND PEDESTRIAN AREAS.

## LANE FACADE

THE DEVELOPMENT ALSO RESPECTS AND ENHANCES THE LANE STREETSCAPE BY SETTING BACK THE PRIVATE PATIO WALLS 5' FROM THE PROPERTY LINE, ALLOWING FOR A GENEROUS LANDSCAPED BUFFER ZONE WITH A ROW OF LARGE TREES AT GRADE. HEDGES AND OTHER PLANTED AREAS COMPLEMENT THE TREES AND PROVIDE INTEREST AS WELL AS THE NECESSARY PRIVACY. THE TWO TOWNHOMES FRONTING JUNG LANE ARE ADDING 'EYES ON THE STREET' AND GIVE THE PROJECT A WELCOMING APPEARANCE FROM THE LANE.



WALL PACIFIC REDEVELOPMENT 1065 PACIFIC STREET

## A-012B - DESIGN RATIONAL - MASSING AND SITING REZONING APPLICATION BOOKLET



## **DESIGN RATIONAL - TOWER IN THE PARK**

### TOWER IN THE PARK

PACIFIC STREET LEVEL

UNDER THE ADMINISTRATIVE BULLETIN: 'WEST END - TOWER FORM, SITING AND SETBACKS' THE DISTINGUISHING FEATURE OF A "TOWER IN THE PARK" FORM IS THAT THE TOWER MEETS THE GROUND WITHOUT THE PRESENCE OF A PODIUM ELEMENT. TOWERS PROPOSED ON SITES EAST OF THURLOW (EXCEPT THOSE ON DAVIE STREET OR BURRARD STREET, OR NORTH OF HARO STREET) THAT CAN BE CONSIDERED FOR REZONINGS UNDER THE REZONING POLICY SHOULD BE 'TOWERS-IN-THE-PARK'. IN THESE CASES, THE BASE OF A 'TOWER-IN-THE-PARK' CAN BE UP TO 15% LARGER THAN THE FLOOR PLATES ABOVE A HEIGHT OF 18.3 M (60 FT.).

ONE IMPORTANT PIECE OF THE DESIGN PARTI IS BASED ON THE POLICY TO PROVIDE A TOWER-IN-THE-PARK. ALL BUILDING ELEMENTS OF THE BASE OUTSIDE OF THE TOWER FOOTPRINT ARE SET BACK SIGNIFICANTLY TO ALLOW THE TOWER TO COME DOWN TO THE GROUND. THE LOBBY AT PACIFIC STREET IS UTILIZING FULL HEIGHT GLAZING TO SET A STARK CONTRAST TO THE TOWER BASE AND THE ADDITIONAL URBAN FOREST IN FRONT OF THE LOBBY COMPLETES THE LOOK OF A TOWER-IN-THE-PARK TYPOLOGY.

THE EXPRESSION OF THE PROPOSED DEVELOPMENT IS INTENDED TO MARRY THE SCALES OF THE WEST END HIGH RISES, WITH THE SMALLER SCALE CHARACTER OF THE HERITAGE BUILDINGS ON THE NEIGHBOURING PROPERTIES, TO CREATE AN ENSEMBLE WITHIN A BUILDING FORM THAT IS EXPERIENTIALLY AN URBAN SCALED TOWER IN THE PARK WHEN VIEWED FROM A DISTANCE WHILE FEELING MUCH MORE NEIGHBOURHOOD APPROPRIATE WHEN EXPERIENCED FROM THE STREET.

THIS EXPERIENCE IS CREATED BY INTENTIONALY PLACING THE AMENITY SPACE ON LEVEL 3 WITH ITS OVERHEIGHT GLASS WALLS SET BACK SIGNIFFICANTLY FROM THE TOWER OUTLINE ABOVE AND BELOW. THE RESULTING RECESS PROVIDES A HORIZONTAL RELIEVE AT THE SAME HEIGHT AS THE ROOF LINES OF THE NEIGHBOURING HERITAGE HOUSES THUS CREATING THE NEEDED NEIGHBOURHOOD FEEL FROM STREET LEVEL.

HOWEVER, BECAUSE THE BASE BELOW THE AMENITY LEVEL HAS THE SAME FOOTPRINT AS THE TOWER ABOVE, THE OVERALL MASS SEEN FROM AFAR STILL READS AS A TOWER ANCHORED IN THE GROUND.

AREA BELOW BASE SURFACE

TOWER BASE: 4,887 SQ. FT. = 74% OF MAX TOWER FLOOR PLATE THE LANDSCAPE DESIGN IS ENHANCING THE CONCEPT OF A TOWER-IN-THE-PARK AS WELL AS THE IDEA OF PROVIDING A NEIGHBOURHOOD APPROPRIATE EXPERIENCE AT THE SAME TIME. THE MAIN IDEA IS TO PROVIDE PLANTING AND TREE COVER IN FRONT OF THE BUILDING COMPONENTS OUTSIDE OF THE TOWER FOOTPRINT TO BRING FOCUS TO, AND STRENGTHEN, THE MAIN TOWER MASSING WHEN SEEN FROM AFAR AND PROVIDE INTEREST AND ATTENTION TO THE SMALLER SCALE OF THE NATURAL ELEMENTS WHEN SEEN UP CLOSE. A BOSQUE OF TREES - AN URBAN FOREST - WITH ADDED LIGHTING AND SCULPTURE IS PROVIDING THIS INTEREST IN FRONT OF THE LOBBY ON PACIFIC STREET. A CLUSTER OF TREES IS PROVIDED IN THE VERY LIMITED SPACE ON LANE LEVEL FOR THE SAME PURPOSE.

FEATURE TREES AND PLANTING ALONG THE RESIDENTIAL UNITS AT GRADE, AS WELL AS LARGE PLANTED AREAS ON THE OUTDOOR AMENITY SPACE ON LEVEL 3 COMPLEMENT THE IDEA OF THE TOWER-IN-THE-PARK.

THE PLANS, SECTION, AND CALCULATIONS BELOW CONFIRM THAT THE PROPOSAL NOT JUST VISUALLY APPEARS AS A TOWER-IN-THE-PARK AS DISCUSSED IN THE PREVIOUS SECTION BUT ALSO CONFORMS WITH THE TECHNICAL CRITERIA OF A TOWER-IN-THE-PARK AS OUTLINED IN THE ADMINISTRATIVE BULLETIN: 'WEST END - TOWER FORM, SITING AND SETBACKS'. IN THIS CASE THE BASE CAN BE UP TO 15% LARGER THAN THE FLOOR PLATES ABOVE A HEIGHT OF 18.3 M (60 FT.). FOR THIS CALCULATION IT WAS ASSUMED THAT THE TOWER FLOOR PLATE IS 6,600 SF AS PER THE MAXIMUM ALLOWABLE UNDER 'CRITERIA FOR 100% SECURED RENTAL AND BELOW-MARKET HOUSING AS AN ALTERNATIVE TO INCLUSIONARY'.



#### JUNG LANE LEVEL



#### AMENITY LEVEL



TOWER BASE: 7,438 SQ. FT. = 113% OF MAX TOWER FLOOR PLATE

## A-012C - DESIGN RATIONAL - TOWER IN THE PARK REZONING APPLICATION BOOKLET







## **DESIGN RATIONAL - CHALLENGES AND OPPORTUNITIES**

#### **TYPICAL TOWER FLOOR PLATE - CHALLENGES**

THE TYPICAL TOWER FLOOR PLATE IS, WITH A GROSS FLOOR AREA OF ONLY 4,696 SQ. FT., VERY SMALL WHEN COMPARED TO THE ALLOWABLE PLATE SIZE OF 6,600 SQ. FT. THE RESULTING TOWER PLATE EFFICIENCY IS ONLY 74.8%. THIS IS DUE TO THE SMALL SIZE OF THE SITE AND THE VARIOUS RESTRICTIONS SET WITHIN THE BY-LAWS AND POLICIES.

FRONT YARD: 3.7 M (12' - 1 1/2") SIDE YARD: 3.7 M (12' - 1 1/2") REAR YARD: 2.1 M (6' - 10 1/2") TOWER DEPTH: 26.0 M (85' - 0") TOWER SEPARATION: 24.0 M (80' - 0")

THE TOWER FLOOR PLATE IS COMPLETELY MAXED OUT WITHIN THESE PARAMETERS AND EVEN REQUIRES TWO MINOR VARIANCES FOR SIDE YARD AND TOWER SEPARATION (REFER TO PAGES A-003 AND A-004).

BOTH THESE VARIANCES ARE NEEDED TO LOCATE THE CORE AND MAINTAIN A

VIABLE FLOOR PLATE ABOVE AND BELOW GRADE. THE LOCATION OF THE CORE IS DICTATED BY THE PARKING LAYOUT AS A MIN CLEARANCE FOR A ROW OF PARKING PLUS DRIVE AISLE HAS TO BE MAINTAINED. IT IS NOT POSSIBLE TO CREATE A FUNCTIONING PARKING LAYOUT IF THE CORE MOVES ANY FURTHER TO THE NORTH/WEST.

REDUCING THE ALREADY SMALL FLOOR PLATE EVEN FURTHER TO ACCOMMODATE THE TECHNICAL SETBACK REQUIREMENTS FOR THE TOWER SEPARATION WOULD RENDER THE PROJECT, DELIVERING 180 DEDICATED RENTAL UNITS, 20% AT BELOW MARKET RATES, UNVIABLE.

THIS LOCKS THE CORE AS WELL AS THE FLOOR PLATE ARE IN THE CURRENTLY PROPOSED LOCATION WITH ABSOLUTELY NO WIGGLE ROOM.



VIEWS OF ENGLISH BAY AND THE NORTH SHORE MOUNTAINS FROM PRIVATE SUITES AND BALCONIES FACING SOUTH/WEST



VIEW FROM ELEVATOR LOBBIES LOOKING SOUTH/WEST TOWARDS BURRARD BRIDGE AND KITSILANO BEYOND.

TYPICAL TOWER FLOOR PLAN

## **TYPICAL TOWER FLOOR PLATE - OPPORTUNITIES**

WITH CHALLENGES ALWAYS COME OPPORTUNITIES AS WELL. WITH THE POLICY AND BY-LAWS LEAVING NO ROOM FOR THE TOWER PLATE AND CORE LOCATION TO MOVE THE ELEVATOR CORE HAD TO BE EXPOSED. WHILE THIS REDUCES THE EFFICIENCY OF THE FLOOR PLATE IT OPENS UP AN OPPORTUNITY TO SIGNIFICANTLY ENHANCE THE TENANTS EXPERIENCE WHEN LEAVING/RETURNING TO THEIR HOMES. THROUGH THE INTEGRATION OF LARGE WINDOWS ON EITHER SIDE OF THE ELEVATOR LOBBY NATURAL LIGHT CAN PENETRATE DEEP INTO THE COMMON CORRIDORS AND IT OPENS UP SPECTACULAR VIEWS OF VANCOUVER AND ITS NATURAL BEAUTY EVERY TIME A TENANT IS USING THE COMMON CORRIDOR.

ANOTHER OPPORTUNITY PRESENTED ITSELF THROUGH THE 85' MAXIMUM TOWER DEPTH LIMITATION SET IN THE ADMINISTRATIVE BULLETIN 'WEST END - TOWER FORM, SITING, AND SETBACKS'. THE RESTRICTED TOWER DEPTH LEFT A GREAT DISTANCE TO THE MINIMUM FRONT/BACK YARD SETBACKS. THE AREA WAS USED TO CREATE LARGE OVERSIZED BALCONIES ON THE NORTH/EAST AND SOUTH/WEST SIDES. THESE BALCONIES BECOME AN EXTENSION OF THE LIVING ROOMS AND PROVIDE AMPLE EXTRA SPACE FOR LIVING AND ENTERTAINMENT DURING THE SUMMER MONTHS. ON THE SOUTH/WEST SIDE THE BALCONIES ALSO ACT AS SUNSHADES BLOCKING THE SUN FROM OVERHEATING THE INTERIOR OF THE SUITES.

VIEW FROM ELEVATOR LOBBIES LOOKING NORTH/EAST TOWARDS THE DOWNTOWN CORE AND NORTH SHORE MOUNTAINS BEYOND.





THURLOW STREET



PACIFIC STREET ELEVATION

- 1065 PACIFIC STREET



THE PROJECT SITE - 1065 PACIFIC STREET - IS LOCATED NEAR THE BASE OF BURRARD STREET BRIDGE, JUST ONE BLOCK NORTH OF SUNSET BEACH. THE PROPERTY IS FRONTING PACIFIC STREET AND HAS ACCESS TO JUNG LANE IN THE REAR. THE STREET FRONTAGE IS 99'.

THE PROPERTY IS CURRENTLY OCCUPIED BY A THREE STOREY WALK-UP APARTMENT BUILDING WITH 30 RENTAL UNITS BUILT IN 1963. THE BUILDING IS CLAD IN WHITE STUCCO AND ITS CONDITION IS COMPARABLE TO SIMILAR BUILDINGS OF ITS AGE AND TYPE.

THE THREE NEIGHBOURING PROPERTIES TO THE WEST ARE SINGLE FAMILY HOUSES CONVERTED TO MULTIPLE DWELLING HOUSING. TWO OF THE PROPERTIES ARE REGISTERED HERITAGE BUILDINGS. 1386 THURLOW AS WELL AS 1390 THURLOW BOTH ARE CATEGORIZED AS SIGNIFICANCE B HERITAGE BUILDINGS, PRIMARILY FOR ITS CULTURAL AND AESTHETIC VALUES, AND PARTICULARLY IMPORTANT AS A RARE SURVIVING EXAMPLE OF ORIGINAL SINGLE-FAMILY RESIDENTIAL DEVELOPMENT OF VANCOUVER'S WEST END.

THE PROPERTY TO THE EAST - 1019-1051 PACIFIC STREET - IS OWNED BY THE CITY AND LEASED TO PACIFIC HEIGHTS HOUSING CO-OP. THERE ARE MULTIPLE BUILDINGS SITUATED ON THE PROPERTY, A MID-RISE OF 9 STOREYS AS WELL AS 8 REGISTERED HERITAGE BUILDINGS. THESE EDWARDIAN HOUSES OF HERITAGE SIGNIFICANCE CLASS B WERE SAVED FROM DEMOLITION, MOVED FORWARD, REGROUPED AS FOUR PAIRS, AND CONVERTED INTO DUPLEXES. IN 1986 ROGER HUGHES, THE ARCHITECT OF THE RE-DEVELOPMENT, WON A GOVERNOR GENERAL'S MEDAL IN ARCHITECTURE FOR THE PROJECT.

REFER TO THE STATEMENT OF SIGNIFICANCE PREPARED BY DONALD LUXTON AND ASSOCIATES INC FOR FURTHER DETAILS ON THE HISTORIC IMPORTANCE OF THIS DEVELOPMENT FOR THE CITY.

TO INTEGRATE THE PROPOSED HIGH-RISE DEVELOPMENT INTO ITS CONTEXT WE ARE PROPOSING A BREAK IN THE TOWER AT THE AMENITY LEVEL. THE AMENITY LEVEL IS STRATEGICALLY LOCATED TO ALLOW THE PODIUM TO MIMIC THE HEIGHT OF THE NEIGHBOURING REGISTERED HERITAGE BUILDINGS ON EITHER SIDE OF THE PROPERTY. THE PROPOSED TWO TOWNHOUSES AND THE LOBBY ENTRANCE ARE KEPT SIMILAR IN WIDTH TO THE EXISTING BUILDINGS, SEAMLESSLY INTEGRATING THE NEW DEVELOPMENT INTO THE NEIGHBOURHOOD.





PLAN VIEW - 1065 PACIFIC AND CONTEXT

2022-12-09



**1065 PACIFIC STREET** 

**REZONING APPLICATION BOOKLET** 

PID: 010-526-595, 010-526-617 & 010-526-650 CIVIC ADDRESS: 1065 PACIFIC STREET VANCOUVER, BC

	SYMBOL LEGEND
0	POWER POLE
Q.	COMBINED OR UNKNOWN TYPE MANHOLE
3	DECIDUOUS TREE
N.M.S	CONIFEROUS TREE
1	GAS VALVE
¢	LAMP STANDARD
0	STEEL BOLLARD
U	STREET SIGN

FIELD SURVEY: MARCH 22, 2022 FILE 22-533-01 SITE PLAN IMPERIAL

2022-12-09







WALL PACIFIC REDEVELOPMENT **1065 PACIFIC STREET** 



**1065 PACIFIC STREET** 

**REZONING APPLICATION BOOKLET** 

## SUSTAINABILITY MEASURES

## **GENERAL SUSTAINABILITY POLICIES**

THE CITY OF VANCOUVER IS WIDELY RECOGNIZED AS ONE OF THE MOST LIVABLE CITIES IN THE WORLD. AS SUCH, THE CITY IS COMMITTED TO APPROVING PROJECTS AND DEVELOPMENTS THAT ARE SUSTAINABLE AND COST-EFFECTIVE. A NUMBER OF POLICIES, STRATEGIES AND GUIDELINES HAVE BEEN DEVELOPED IN ORDER TO ALIGN THIS COMMITMENT WITH VANCOUVER'S OBJECTIVES. THIS PROJECT WILL ADHERE TO THE APPLICABLE GENERAL POLICIES, AS DESCRIBED ON THE FOLLOWING PAGES.

- GREENEST CITY 2020 ACTION PLAN
- GREEN BUILDINGS POLICY FOR REZONING'S (2010)
- RENEWABLE CITY STRATEGY (2015)
- HEALTHY CITY STRATEGY (2015)
- TRANSPORTATION 2040 (2012)
- URBAN FOREST STRATEGY (2018)
- BIODIVERSITY STRATEGY (2016)
- VANCOUVER ECONOMIC ACTION STRATEGY (2011)
- VANCOUVER BIRD STRATEGY (2015)
- NEIGHBOURHOOD ENERGY STRATEGY
- RAIN CITY STRATEGY (2019)

## GENERAL SUSTAINABILITY STRATEGIES

## ENERGY

- A HIGH PERFORMANCE BUILDING ENVELOPE IS DESIGNED TO MAXIMIZE OCCUPANT COMFORT AND ENERGY CONSERVATION.
- PRELIMINARY ENERGY MODELLING PROVIDES EVIDENCE THAT GREEN BUILDINGS PATH B AND HIGHER BUILDING POLICY ENERGY TARGETS FOR TEUI, TEDI AND GHGI WILL BE EXCEEDED.
- COMMISSIONING AND ENERGY METERING WILL HELP ENSURE THE PERFORMANCE TARGETS SET AT DESIGN STAGE ARE MAINTAINED DURING OCCUPANCY.

## MATERIALS AND EMBODIED CARBON

- OPTIMIZING THE STRUCTURE FOR MASSING AND POST TENSIONED CONCRETE TO LIMIT THE NUMBER OF TRANSFERS REQUIRED IN THE BUILDING AND REDUCE CONCRETE VOLUMES WHERE POSSIBLE.
- BUILDING MATERIAL SELECTION BASED ON LOW GLOBAL WARMING POTENTIAL (GWP) AND LOW REFRIGERANTS FOR MECHANICAL SYSTEMS.
- LOW-EMITTING, HEALTHY, AND LOW CARBON BUILDING MATERIALS SELECTED FOR INTERIOR FINISHES.

### VEGETATION AND BIODIVERSITY

- 20% VEGETATION COVER WILL BE MADE UP OF NATIVE AND ADAPTIVE PLANT SPECIES.
- AN ADDITIONAL 20% TREE CANOPY COVER WILL ENHANCE THE URBAN FOREST, CREATING A BIRD-FRIENDLY URBAN ENVIRONMENT.
- GENEROUS DEPTHS OF GROWING MEDIUM FOR ALL PLANTS SUPPORTS THE PROJECT'S RAINWATER MANAGEMENT PLAN IMPROVING THE STORMWATER RETENTION AND INFILTRATION CAPABILITIES OF THE SITE.

## WATER

- WATER CONSERVATION TARGET OF 50% FOR OUTDOOR WATER USE THROUGH INTEGRATION OF DRIP IRRIGATION FOR ALL IRRIGATION NEEDS ON SITE.
- WATER CONSERVATION TARGET OF 20% FOR INDOOR WATER USE.
- FIXTURE AND FITTING SELECTION TO REDUCE INDOOR POTABLE WATER USE BELOW POLICY BASELINES.

### TRANSPORTATION

- WITH ACCESS TO EXCEPTIONAL PUBLIC TRANSPORT, THE DEVELOPMENT HAS A WALK SCORE OF 92, TRANSIT SCORE OF 88, AND BIKE SCORE OF 91.
- PROVISION OF A FIRST-CLASS BIKE FACILITY INCLUDING MAINTENANCE. WASH, AND REPAIR WORKSHOP PROMOTES ACTIVE TRANSPORTATION MODES.
- 100% OF RESIDENTIAL PARKING WILL BE EV READY WITH LEVEL 02 CHARGING.

## SOCIAL EQUITY

- 20% OF RESIDENTIAL FLOOR AREA WILL BE ASSIGNED TO BELOW MARKET RENTAL HOUSING.
- ACCESSIBILITY IS CONSIDERED IN ALL PUBLIC ASPECTS OF DESIGN AND LAYOUT. ACCESSIBLE DESIGN INCLUDES ELEVATOR ACCESS TO ALL FLOORS, SIGNAGE DESIGNED FOR VISUAL IMPAIRMENT, ACCESSIBLE PARKING SPACES CLOSE TO ELEVATORS.
- AIR-CONDITIONING WILL BE PROVIDED IN ALL UNITS TO CREATE A COMFORTABLE AND RESILIENT ENVIRONMENT FOR ALL RESIDENTS.

## COMMUNITY

- INTEGRATION OF SIGNIFICANT RESIDENTIAL SPACE WILL REVITALIZE THE NEIGHBORHOOD AND LOCAL ECONOMY.
- URBAN AGRICULTURE PLOTS AND EDIBLE LANDSCAPING WILL IMPROVE THE CONNECTION TO NATURE AND BRING TOGETHER THE BUILDING COMMUNITY AT THE HARVEST TABLES AND BBQ.
- A DEDICATED AMENITY LEVEL WITH AMPLE SPACE FOR GATHERINGS AND COMMUNITY ACTIVITIES WILL ALLOW RESIDENTS TO CONNECT.

## **RESILIENCY STRATEGIES**

## RISKS AND HAZARDS THAT HAVE BEEN CONSIDERED FOR THE PROJECT AND OCCUPANTS TODAY AND THROUGHOUT THE USEFUL LIFE OF THE PROJECT: THE PROJECT TEAM CONSIDERED EXTREME HEAT EVENTS, POWER OUTAGES, EXTREME PRECIPITATION AND RESULTING LOCAL FLOODING EVENTS, POOR AIR

QUALITY. AS WELL AS EARTHQUAKES.

## PLANNED EMERGENCY DESIGN FEATURES FOR THE BUILDING:

THE PROJECT WILL PROVIDE AN EMERGENCY GENERATOR FOR BACK-UP POWER IN CASE OF AN INTERRUPTION IN THE CITY GRID IN ACCORDANCE WITH APPLICABLE BY-LAWS. NO ADDITIONAL EMERGENCY STRATEGIES (I.E. SHELTER IN PLACE OR STORING SUPPLIES) ARE CURRENTLY CONSIDERED STRATEGIES THAT WILL ADDRESS THE IMPACTS OF HEAT (DUE TO HIGHER FUTURE AVERAGE TEMPERATURES. HIGHER EXTREME TEMPERATURES AND LONGER AND MORE FREQUENT HEATWAVES AND DROUGHTS) ON THE PROJECT IN RELATION TO THE FOLLOWING:

### A) HEALTH AND SAFETY OF VULNERABLE OCCUPANTS:

STRATEGIES IMPLEMENTED BY THE PROJECT TEAM TO IMPROVE THE HEALTH AND SAFETY OF ALL OCCUPANTS DURING HEAT EVENTS INCLUDE ARCHITECTURAL FEATURES SUCH AS LARGE BALCONIES PROVIDING SHADE ON THE FACADE AS WELL AS MULTIPLE LARGE OPERABLE WINDOWS PER SUITE FOR CROSS-VENTILATION TO REDUCE OVERHEATING OF THE SUITE. OTHER MEASURES INCLUDE MECHANICAL COOLING IN EACH SUITE AND AMENITY AREA DURING TIMES OF EXTREME HEAT OR PROLONGED HEAT WAVES. ERVS UTILIZING HIGHLY RATED MERV FILTERS ARE ALSO PLANNED. B) IMPACTS ON THE PROJECT'S MECHANICAL, ELECTRICAL AND BUILDING ENVELOPE SYSTEMS: THE TEAM DECIDED TO ADD AIRCONDITIONING UNITS (4-PIPE FAN-COIL) TO EACH RESIDENTIAL SUITE WHICH UTILIZE A HIGHLY EFFICIENT CENTRALIZED HEAT PUMP ON THE ROOF OF THE TOWER FOR PRODUCTION OF COOLING/HEATING ENERGY.

## C) LANDSCAPE AND SITE IMPACTS:

THE LANDSCAPE WAS DESIGNED WITH RESILIENCY IN MIND. VEGETATION ON SITE WILL CONSIST OF NATIVE OR ADAPTIVE PLANT SPECIES CAPABLE OF THRIVING IN VANCOUVER'S CURRENT AND FUTURE CLIMATE, REDUCING THE LANDSCAPE'S POTABLE WATER INTAKE AND MAINTENANCE REQUIREMENTS. ADDED TREE CANOPY COVER WILL PROVIDE A RESILIENT ENVIRONMENT REDUCING THE HEAT ISLAND EFFECT WHICH OFTEN RESULTS IN A LOCALIZED CARBON RICH MICROCLIMATE.

## STRATEGIES TO ADDRESS POOR AIR QUALITY:

- IN SUITES THE PROJECT WILL BE UTILIZING HIGHLY RATED MERV FILTERS FOR ERVS.

## BUILDING/SITE MEASURES PLANNED TO REDUCE URBAN HEAT ISLAND EFFECT:

- COVER AND AN ADDITIONAL 20% OF TREE CANOPY COVER. (CURRENTLY PROVIDED. REFER TO LANDSCAPE DRAWINGS AND CALCULATIONS.)
- OUTDOOR SPACE ON LEVEL 3.

## STRATEGIES PLANNED TO IMPROVE WATER SYSTEM RESILIENCE:

- WATER PRESSURE RATHER THAN PUMPS).
- WATER USE BELOW POLICY BASELINES WHERE FEASIBLE.
- RETENTION AND INFILTRATION CAPABILITIES OF THE SITE.

- AND ULTIMATELY INTO FALSE CREEK.
- ALL ESSENTIAL MECHANICAL EQUIPMENT FOR HEATING. COOLING AND HOT WATER WILL BE LOCATED ON THE ROOF LEVEL.
- PUMPS WITH VARIABLE FREQUENCE DRIVE FOR EFFICIENT OPERATION UNDER NORMAL CONDITION OR USING EXTRA PUMPS FOR BACKUP. SITE DESIGN STRATEGIES PLANNED FOR ADAPTING TO SEA LEVEL RISE.

THE PROJECT IS NOT LOCATED IN A FLOODPLAIN AND THEREFORE NO SPECIFIC STRATEGIES HAVE BEEN CONSIDERED AT THIS TIME.

 MERV FILTERS ARE ALSO PROPOSED FOR COMMON CORRIDOR VENTILATION. IN ADDITION THE TEAM IS CONSIDERING USING VARIABLE FREQUENCE DRIVE (VFD) AND AIR QUALITY SENSORS TO AUTOMATICALLY LOWER THE OUTDOOR AIR SUPPLY FOR COMMON AREAS DURING POOR OUTDOOR AIR EVENTS.

THE DEVELOPMENT WILL TRANSFORM THE SITE TO A MORE BIODIVERSE GREEN ENVIRONMENT. THE PROJECT WILL STRIVE TO DELIVER A 20% VEGETATION VEGETATION ON SITE WILL BE NATIVE OR ADAPTIVE PLANT SPECIES CAPABLE OF THRIVING IN VANCOUVER'S CURRENT AND FUTURE CLIMATE, REDUCING THE LANDSCAPE'S POTABLE WATER INTAKE AND MAINTENANCE REQUIREMENTS, ADDITIONALLY, TREE CANOPY COVER WILL PROVIDE A RESILIENT ENVIRONMENT REDUCING THE HEAT ISLAND EFFECT WHICH OFTEN RESULTS IN A LOCALIZED CARBON RICH MICROCLIMATE. THE PROJECT IS PROPOSING TREES AND VEGETATION PLANTED IN GENEROUS DEPTHS OF GROWING MEDIUM ON THREE LEVELS. PACIFIC STREET, JUNG LANE, AS WELL AS THE LARGE AMENITY

THE PROJECT WILL BE PROVIDING A RESILIENT POTABLE WATER ACCESS ON THE AMENITY FLOOR ON LEVEL 3 THAT WILL RUN WITHOUT POWER (ON CITY

A WATER CONSERVATION RATE OF 20% IS TARGETED FOR INDOOR WATER USE. FIXTURE AND FITTINGS WILL BE SELECTED TO REDUCE INDOOR POTABLE

 A WATER CONSERVATION RATE OF 50% IS TARGETED FOR OUTDOOR WATER USE THROUGH UTILIZATION OF DRIP IRRIGATION FOR ALL PLANTED AREAS. A GENEROUS DEPTH OF GROWING MEDIUM FOR ALL PLANTS SUPPORTS THE PROJECT'S RAINWATER MANAGEMENT PLAN. IMPROVING THE STORMWATER

THE TEAM IS REVIEWING THE IDEA OF OVERSIZING THE DETENTION TANK BASED ON AN EXTREME FUTURE CONDITION IN LIEU OF PAST PRECIPITATION DATA. PLANS TO PROTECT BELOW-GRADE AREAS FROM FLOODING AND WHETHER ANY ESSENTIAL SYSTEMS ARE PLANNED TO BE LOCATED BELOW-GRADE: THE PROJECT IS LOCATING ALL ESSENTIAL ELECTRICAL EQUIPMENT IN THE BACK OF THE PACIFIC STREET LEVEL. WHILE IT IS TECHNICALLY LOCATED BELOW GRADE, THE RISK OF FLOODING ON THIS LEVEL IS MINIMAL AS THE WATER WILL ALWAYS CONTINUE TO FLOW FURTHER DOWN HILL TOWARDS SUNSET BEACH

THE PROJECT TEAM IS CURRENTLY CONSIDERING THE FOLLOWING OPTIONS TO PREPARE FOR FLOODING / WATER LEVEL RISE: OVERSIZING THE STORM

## CLIMATE EMERGENCY STRATEGIES

ON NOVEMBER 17, 2020, VANCOUVER CITY COUNCIL APPROVED THE CLIMATE EMERGENCY ACTION PLAN. THIS PUTS VANCOUVER ON TRACK TO REDUCE CARBON POLLUTION BY 50% BY 2030, IN ALIGNMENT WITH THE FINDINGS OF THE UNITED NATIONS INTERGOVERNMENTAL PANEL ON CLIMATE CHANGE TO LIMIT GLOBAL WARMING TO 1.5°C. VANCOUVER CITY COUNCIL HAVE TARGETED CUTTING CARBON POLLUTION IN HALF BY 2030, AND TO BE CARBON NEUTRAL BEFORE 2050.

THIS PLAN BUILDS ON PREVIOUS CLIMATE PLANS AND FOCUSES ON CUTTING CARBON POLLUTION FROM THE BIGGEST LOCAL SOURCES -BURNING FOSSIL FUELS IN VEHICLES (37%) AND IN OUR BUILDINGS (57%). IN ALIGNMENT WITH THE CLIMATE ACTION PLAN, THE 1065 PACIFIC STREET TEAM HAS DESIGNED THE BUILDING TO REDUCE CARBON AND FOCUS ON THE CITY'S THREE 2030 GOALS:

## 1. HOW WE MOVE

1065 PACIFIC STREET WILL PROVIDE ELECTRIC VEHICLE (EV) READY CHARGING TO 100% OF RESIDENTIAL PARKING STALLS. EV READY PARKING STALLS WILL BE PROVIDED WITH AN ENERGIZED OUTLET CAPABLE OF LEVEL 2 ELECTRIC VEHICLE CHARGING. THE CAPABILITY OF ELECTRIC VEHICLE USE FOR ALL RESIDENTIAL OCCUPANTS WILL SIGNIFICANTLY REDUCE TRANSPORT EMISSIONS ASSOCIATED WITH THE PROJECT.

THE PROJECT SITE IS LOCATED IN THE RESIDENTIAL NEIGHBORHOOD OF THE WEST END CLOSE TO THE DOWNTOWN CORE AREA. THE SITE WILL BENEFIT FROM MULTIPLE MODES OF TRANSPORTATION. THE DOWNTOWN CORE IS WITHIN WALKING DISTANCE AND PROVIDES EXPO LINE AND THE CANADA LINE RAPID TRANSIT SERVICES. THE WEST END IS A PREDOMINANTLY RESIDENTIAL NEIGHBOURHOOD WHERE THE MAJORITY OF SHORT TRIPS TO RESIDENTIAL SERVICES CAN BE MADE SAFELY ON FOOT. THE DEVELOPMENT HAS A WALK SCORE OF 92, TRANSIT SCORE OF 88, AND BIKE SCORE OF 91. THE PROJECT SITE IS WITHIN 200 M WALKING DISTANCE OF TWO (2) EXISTING FTN ROUTES AND ONLY A 15-18-MINUTE WALK TO TWO SKYTRAIN LINES (CANADA LINE - YALETOWN ROUNDHOUSE; EXPO LINE - BURRARD STREET). THESE SCORES AND THE SITES' LOCATION EXPLAIN WHY THIS SITE IS A PRIME CANDIDATE FOR REDEVELOPMENT A FIRST-CLASS BIKE FACILITY PROVIDES APPROXIMATELY 334 SPACES ON LEVEL P1 CONVENIENTLY ACCESSIBLE FROM THE LANE THROUGH A DEDICATED BICYCLE ELEVATOR. A BICYCLE MAINTENANCE FACILITY IS PLANNED ON THIS LEVEL AS WELL WHICH WILL INCLUDE A BIKE MAINTENANCE WORKSPACE WITH BIKE STAND. BIKE WASH AND BIKE TOOLS.

ACTIVE TRANSPORTATION IS PROMOTED BY THIS DEVELOPMENT AND SERVES TO ENSURE OCCUPANTS HEALTH AND WELLBEING WHILE SIGNIFICANTLY REDUCING CARBON EMISSIONS ASSOCIATED WITH TRANSPORTATION TO AND FROM THE BUILDING.

THE BUILDING'S DESIGN ENCOURAGES THE USE OF LOW CARBON, PUBLIC AND ACTIVE TRANSPORTATION, ALIGNING WITH THE CITIES 2030 GOALS FOR HOW WE MOVE.

## 2. HOW WE BUILD AND RENOVATE

## **OPERATIONAL CARBON**

THE PROJECT UNDERWENT EARLY SENSITIVITY STUDIES USING AN ENERGY MODEL SIMULATION WHICH INFLUENCED DESIGN DECISIONS THAT FOCUSED ON REDUCING OPERATIONAL ENERGY AND THE BUILDING'S GREENHOUSE GAS INTENSITY.

THE PROJECT TEAM HAS COMPLETED A PRELIMINARY ENERGY MODEL WHICH PROVIDES EVIDENCE THAT THE PROJECT IS ON TRACK TO MEET THE VANCOUVER BUILDING BY-LAW ENERGY AND EMISSIONS PERFORMANCE LIMITS EXPECTED TO BE IN FORCE AT THE TIME OF THE PROJECT'S FIRST BUILDING PERMIT APPLICATION.

TOTAL OPERATIONAL CARBON = 3,030,048 KG CO2 EQ OVER 60 YEAR LIFESPAN RESULTS ARE BASED ON ELECTRIFICATION OF THE BUILDING. THE USE OF NATURAL GAS IS LIMITED TO BACK-UP SYSTEMS. THE BUILDING STRIVES TO ACHIEVE ZERO COMBUSTION FOR BUILDING OPERATION. THIS IS ACHIEVABLE IN VANCOUVER WHERE THE GRID IS CLEAN AND THE MAJORITY OF ENERGY COMES FROM HYDROPOWER. UTILIZING THIS RESOURCE WILL SIGNIFICANTLY REDUCE CARBON EMISSIONS OVER THE LIFESPAN OF THE PROJECT.

## EMBODIED CARBON

THE MAJORITY OF THE BUILDING STRUCTURE IS REINFORCED CONCRETE, THEREFORE REFINING THE STRUCTURE TO REDUCE CONCRETE VOLUME BECAME A PRIORITY IN ORDER TO REDUCE EMBODIED CARBON. A STUDY WAS DONE EXPLORING POST TENSIONED (PT) CONCRETE VERSUS TRADITIONAL REINFORCED CONCRETE IN ORDER TO OPTIMIZE SLAB DEPTHS AND REDUCE CONCRETE VOLUME. USING PT CONCRETE FOR ALL TOWER FLOORS RESULTED IN A 25MM SAVING IN SLAB THICKNESS. ADDITIONALLY, THE DESIGN TEAM FOCUSED ON OPTIMIZING MASSING AND LAYOUT TO REDUCE THE NUMBER OF TRANSFERS REQUIRED IN THE BUILDING.

A WHOLE BUILDING LIFE CYCLE ASSESSMENT (LCA) HAS BEEN PERFORMED FOR 1065 PACIFIC STREET. THIS LCA WAS USED TO QUANTIFY EMBODIED CARBON OF THE BUILDINGS MATERIALS AND INFLUENCE DESIGN DECISIONS FOR MATERIAL USE, STRUCTURAL SYSTEMS, AND CONSTRUCTION TECHNIQUES. REDUCING THE EMBODIED CARBON OF THE BUILDING WILL BE A KEY AREA OF FOCUS DURING DESIGN EVOLUTION.

### TOTAL EMBODIED CARBON = 5,945,265 KG CO2 EQ

THE LCA INCLUDES ALL ENVELOPE AND STRUCTURAL ELEMENTS, STRUCTURAL FLOORS, CEILINGS, ROOF ASSEMBLIES, AND STAIRS CONSTRUCTION, BUT EXCLUDES EXCAVATION AND OTHER SITE DEVELOPMENT, PARTITIONS, AND BUILDING SERVICES. THE LCA ACCOUNTS FOR THE BUILDING LIFE OF 60 YEARS. THROUGHOUT THE DESIGN, THE PROJECT TEAM WILL EXPLORE STRATEGIES TO REDUCE THE TOTAL EMBODIED CARBON OF THE BUILDING. STRATEGIES THAT WILL BE EVALUATED INCLUDE:

 OPTIMIZING THE CONCRETE MIX WITH INPUT FROM THE STRUCTURAL ENGINEER, THE CONCRETE SUPPLIER, AND THE GENERAL CONTRACTOR.
 OPTIMIZING THE STRUCTURE. WORKING WITH THE STRUCTURAL ENGINEER TO REFINE THE DESIGN AND REDUCE REINFORCEMENT RATES AND MEMBER SIZES.
 REVIEWING MATERIAL CHOICES WITH THE EMBODIED CARBON IN CONSTRUCTION CALCULATOR (EC3) TOOL TO FURTHER DRIVE DOWN THE TOTAL EMBODIED CARBON OF THE BUILDING.

## 3. HOW WE CAPTURE CARBON

THE DEVELOPMENT WILL TRANSFORM THE SITE INTO A MORE BIODIVERSE AND GREENER ENVIRONMENT. THE PROJECT WILL STRIVE TO DELIVER A 20% VEGETATION COVER, AND AN ADDITIONAL 20% WILL BE COVERED BY TREE CANOPY. THIS IS AN INCREASE OF 46.5% OVER THE CURRENT LANDSCAPED AREA OF 1,745 SQ. FT (NOT INCLUDING THE ADDITIONAL TREE CANOPY COVER). THE SEQUESTRATION POTENTIAL OF THE PROJECT SITE WILL BE ELEVATED BY THE LANDSCAPE DESIGN THROUGH CAPTURE AND STORAGE OF CARBON DIOXIDE FROM THE ATMOSPHERE.

THE VEGETATION ON SITE WILL CONSIST OF NATIVE OR ADAPTIVE PLANT SPECIES CAPABLE OF THRIVING IN VANCOUVER'S CURRENT AND FUTURE CLIMATE WITH MINIMAL MAINTENANCE AND EFFICIENT IRRIGATION.

BY REDUCING THE LANDSCAPE'S POTABLE WATER INTAKE AND MAINTENANCE REQUIREMENTS, OPERATIONAL ENERGY USE IS REDUCED. ADDITIONALLY, TREE CANOPY COVER WILL PROVIDE A RESILIENT ENVIRONMENT REDUCING THE HEAT ISLAND EFFECT WHICH OFTEN RESULTS IN A LOCALIZED CARBON RICH MICROCLIMATE.





# **REZONING APPLICATION BOOKLET**



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**1065 PACIFIC STREET** 

**REZONING APPLICATION BOOKLET** 



WALL PACIFIC REDEVELOPMENT 1065 PACIFIC STREET A-112 - OVERALL FLOOR PLAN - LEVEL LANE REZONING APPLICATION BOOKLET









WALL PACIFIC REDEVELOPMENT 1065 PACIFIC STREET

## A-117 - OVERALL FLOOR PLAN - LEVEL ELEV MR ROOF REZONING APPLICATION BOOKLET









## **ELEVATION - PACIFIC STREET**

SCALE: 1" = 40'-0"

2022-12-09



VIEW FROM THURLOW STREET - LOOKING SOUTH TOWARDS BURRARD BRIDGE

WALL PACIFIC REDEVELOPMENT **1065 PACIFIC STREET**