

# Application for Rezoning

**Pacific & Hornby Site**

**1402, 1430, 1444, and 1460** Burrard St  
**900** Pacific St  
**1401, 1441, 1447, and 1451** Hornby St

November 22, 2024



Seal & Signature:

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Architect AIBC  
Principal, Diamond Schmitt Architects



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# 1.1. Introduction

The Vancouver Housing Development Office (VHDO) is pleased to submit the enclosed development proposal for the redevelopment of the City-owned sites located at 1402-1460 Burrard St., 1401-1451 Hornby St. and 900 Pacific St. (Pacific & Hornby).

In Fall 2023, Council directed staff to establish the VHDO to centralize housing delivery functions with a focus on the development of market rental housing on City land. This direction was supported by the Mayor's Budget Task Force Report, which recommended optimizing the City's real estate portfolio to create perpetual value and generate non-tax revenue to address the growing infrastructure deficit. Together these efforts form part of the City's Housing Vancouver Strategy which seeks to enable the "right supply" of housing for people who live and work in Vancouver.

In June 2024, Council adopted *the Rental Housing on City Land - Public Benefits Pilot Rezoning Policy* - to enable the delivery of market housing while generating non-tax revenues for the City. This policy recognizes that the creation of a long-term non-tax revenue stream through the development of market rental housing on City owned land is a public benefit to the City. Revenues generated from this pilot project can be used to further Council priorities, including renewal of infrastructure, civic amenities, and affordable housing.

The enclosed development proposal for Pacific & Hornby has been crafted to support this Council directive. In this, we ask that Planning and Development Services consider relaxations on height, floor plate size and overall density to optimize the site's potential to deliver market rental housing and generate non-tax revenue for the City.

Thank you for your careful consideration. We look forward to next steps.



**Brad Foster**  
Director, Vancouver Housing Development Office  
City of Vancouver





## 1.2. Proposal Overview

Pacific and Hornby is a high profile site located in downtown Vancouver, adjacent to Burrard Bridge. It is currently occupied by low rise commercial buildings and surface level carparks and is one of the last remaining sites in the area to be redeveloped. At approximately 1.8 acres, it’s regeneration will have a transformational impact on the neighborhood bringing with it much needed housing and public realm improvements.

### Proposal Statitstics Summary

|                               |             |           |
|-------------------------------|-------------|-----------|
| <strong>Areas</strong>        |             |           |
| Site Area                     | 7231 sm     | 77834 sf  |
| Floor Area                    | 87573.44 sm | 942633 sf |
| <strong>FSR</strong>          |             |           |
|                               | 12.11       |           |
| <strong>Uses</strong>         |             |           |
| Residential                   | 62902.65 sm | 677079 sf |
| Commercial                    | 1056.21 sm  | 11369 sf  |
| <strong>Height</strong>       |             |           |
| Storeys                       | 54          |           |
| Building Height               | 162.64 m    | 533.58 ft |
| <strong>Floor Plates</strong> |             |           |
| West Tower                    | 824.33 sm   | 8873 sf   |
| East Tower                    | 902.37 sm   | 9713 sf   |
| <strong>Unit Mix</strong>     |             |           |
| 0 BD (Studio)                 | 111         | 10%       |
| 1 BD                          | 599         | 53%       |
| 2 BD                          | 318         | 28%       |
| 3 BD                          | 108         | 10%       |
| Total:                        |             | 1136 100% |



# 1.3. Project Team



## Vancouver Housing Development Office

The Vancouver Housing and Development Office (VHDO) oversees the optimisation of City-owned land assets for housing and public benefit. The VHDO is the applicant for this rezoning application.



## Diamond Schmitt Architects

We are a Canadian architecture firm with a global perspective. Recognized internationally for strong design leadership and execution of world class buildings, the firm follows first principles and a thorough understanding of client's needs. We deliver effective spatial solutions that are appropriate and environmentally sensitive. We deliver balanced and sensible civic interventions. At Diamond Schmitt, our designs embrace the local considerations of a community and provide clear, functional, yet inspiring buildings that last for generations to come.



## PWL Partnership

For over four decades, PWL Partnership's team of landscape architects, urban designers, and planners has built a reputation for excellence across North America and the Asian Pacific Region.

Establishing meaningful and lasting relationships with our client groups, project teams, and community participants are fundamental to our practice. We are collaborators who embrace new perspectives; we create equitable and inclusive environments to achieve greater social cohesion, health, and well-being; we combine the ecological, historical,



Sustainability, Resilience, Energy Modelling, and Whole Building Life Cycle Assessment

Mechanical and Electrical Design



Structural Design



Transportation and Traffic

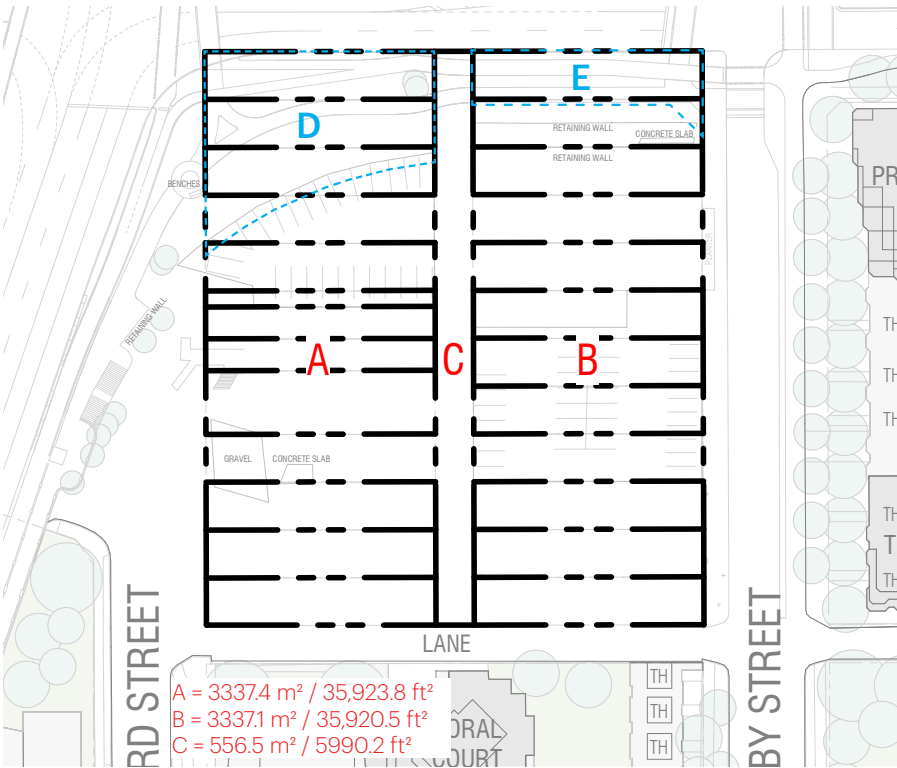


Civil Design

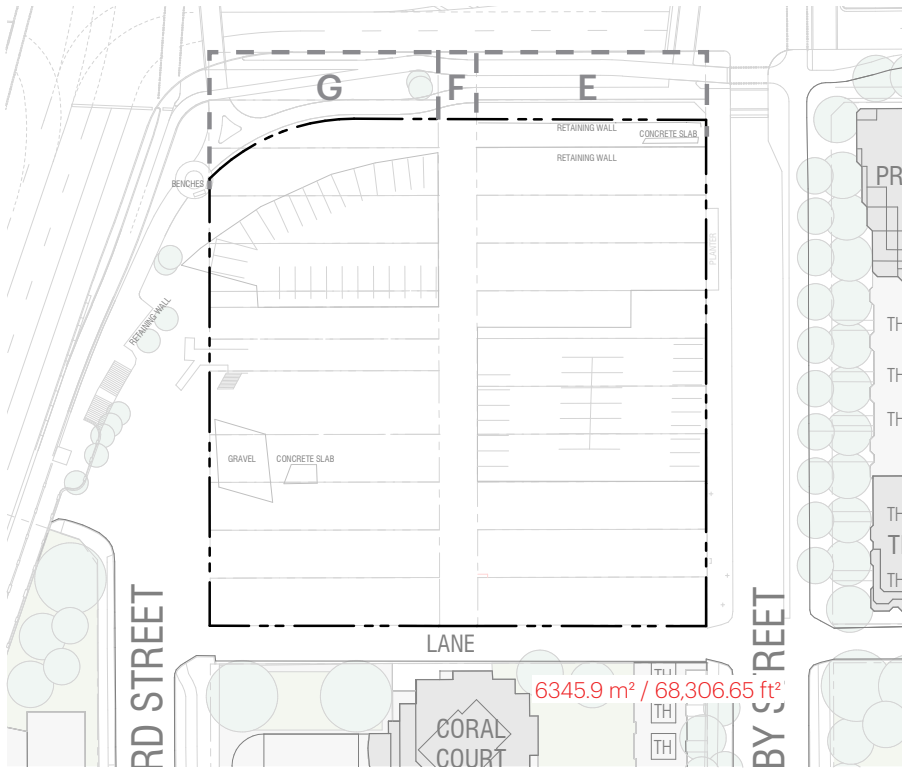




# 2.1. Site Definition



Existing Site



Proposed Site

The existing site comprises 25 lots divided by a laneway (C). There is a proposed (un-adopted) right of way over the northeastern portion of the site (D & E), some of which has been developed to accommodate the Burrard Bridge upgrades (G & E). As part of the proposed redevelopment, the site will be consolidated into a single parcel including the laneway with a revised and reduced right of way area (G & E).

## Existing properties:

- Burrard parcels (A) = 3337.4 m<sup>2</sup> (35,923 ft<sup>2</sup>)
- Hornby Parcels (B) = 3337.1 m<sup>2</sup> (35,920 ft<sup>2</sup>)
- Lane (C) = 556.5 m<sup>2</sup> (5990 ft<sup>2</sup>)
- SRW (D) = 843.6 m<sup>2</sup> (9080 ft<sup>2</sup>)
- SRW (E) = 323.6 m<sup>2</sup> (3483 ft<sup>2</sup>)

Site total (without lane area, including SRW area) = A+B = 6674.5 m<sup>2</sup> (71843 ft<sup>2</sup>)

Site total (with lane, including SRW area) A+B+C = 7231 m<sup>2</sup> (77,833 ft<sup>2</sup>).

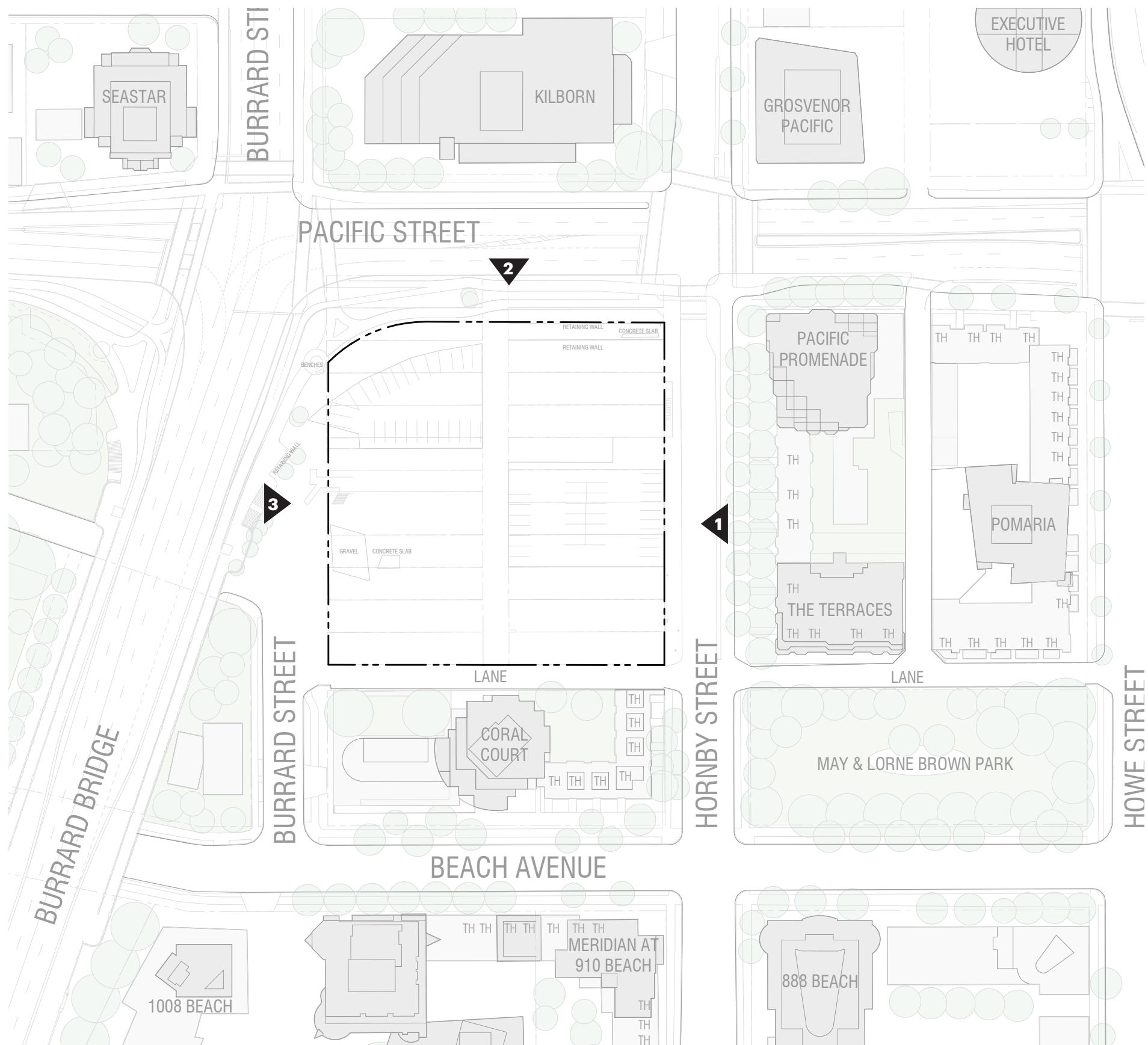
As this would be the consolidated area of the site, this would be used for development density calculations.

## Proposed developable site area:

The proposed developable site area would include the Hornby and Burrard parcels and the portion of laneway in between. It would exclude the revised statutory right of way (G & E), and the portion of laneway in between (F).

The total of the new site area would be = 6345.9 m<sup>2</sup> (68,306.65 ft<sup>2</sup>)

## 2.2. Existing Streetscape



### Site Plan - Photo Key



refer to the following page for  
corresponding numbered views



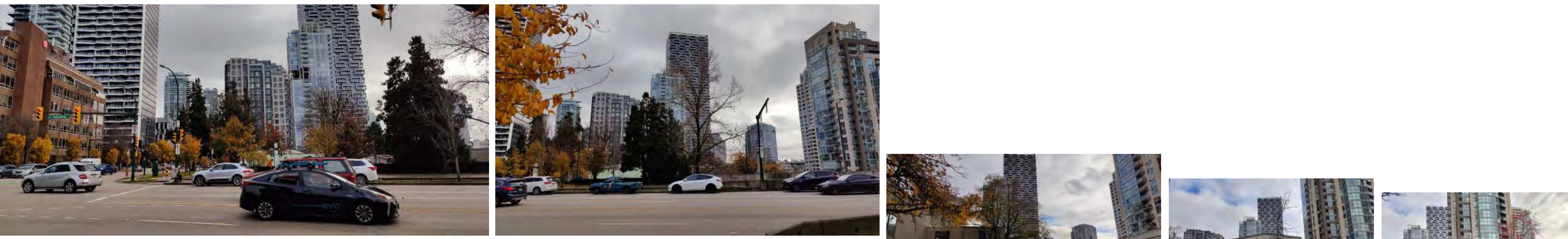




1 - HORNBY STREET - SOUTH TO NORTH

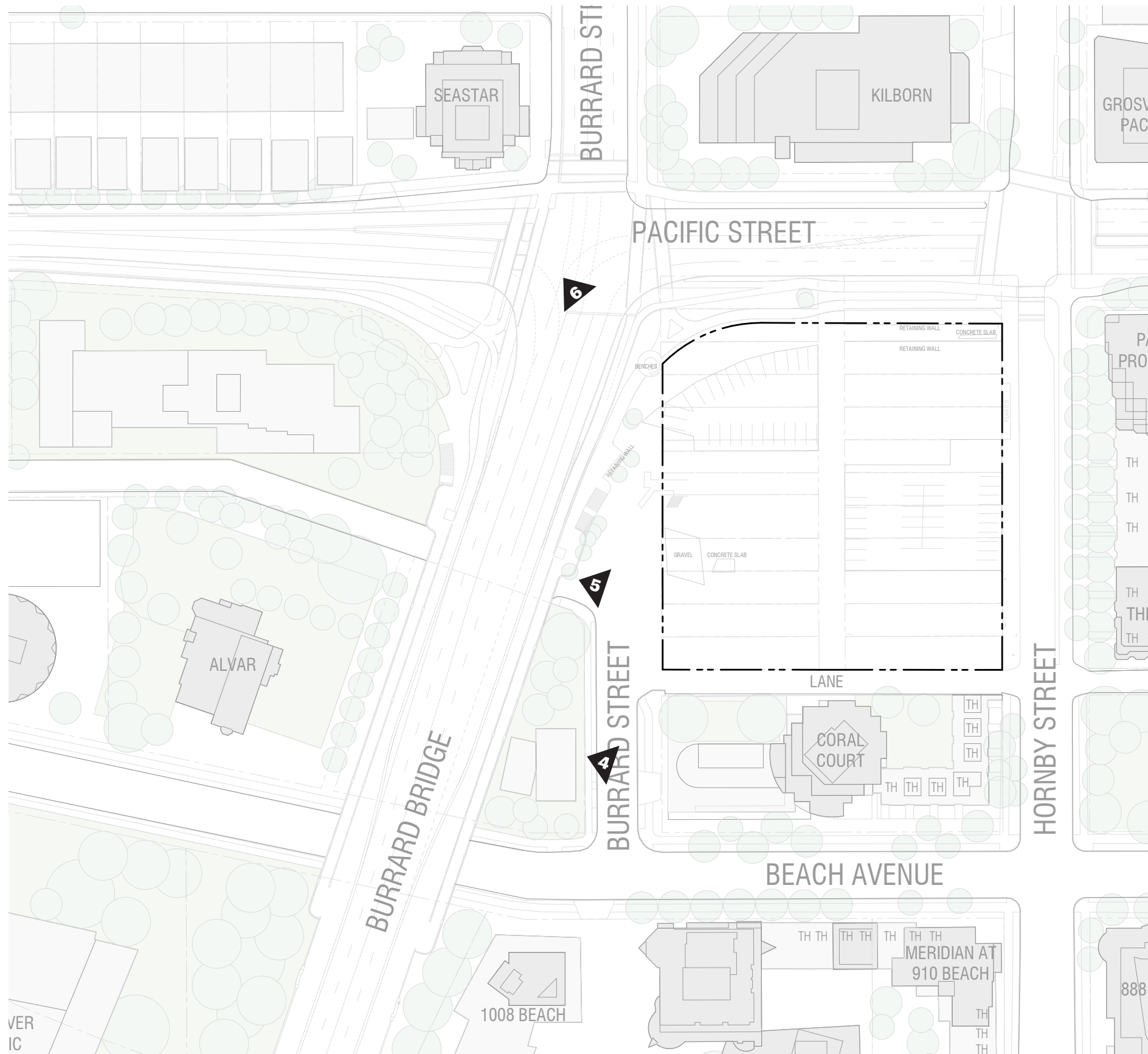


2 - PACIFIC STREET - EAST TO WEST



3 - BURNARD STREET - SOUTH TO NORTH





4

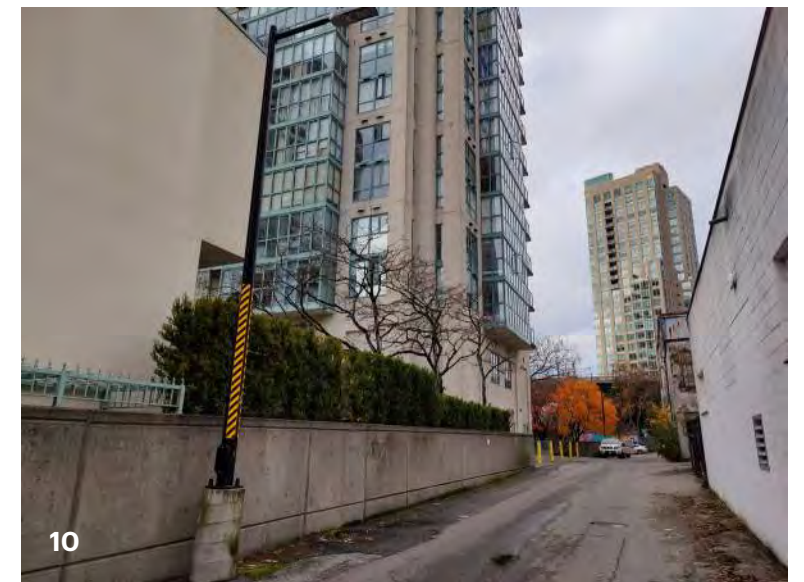
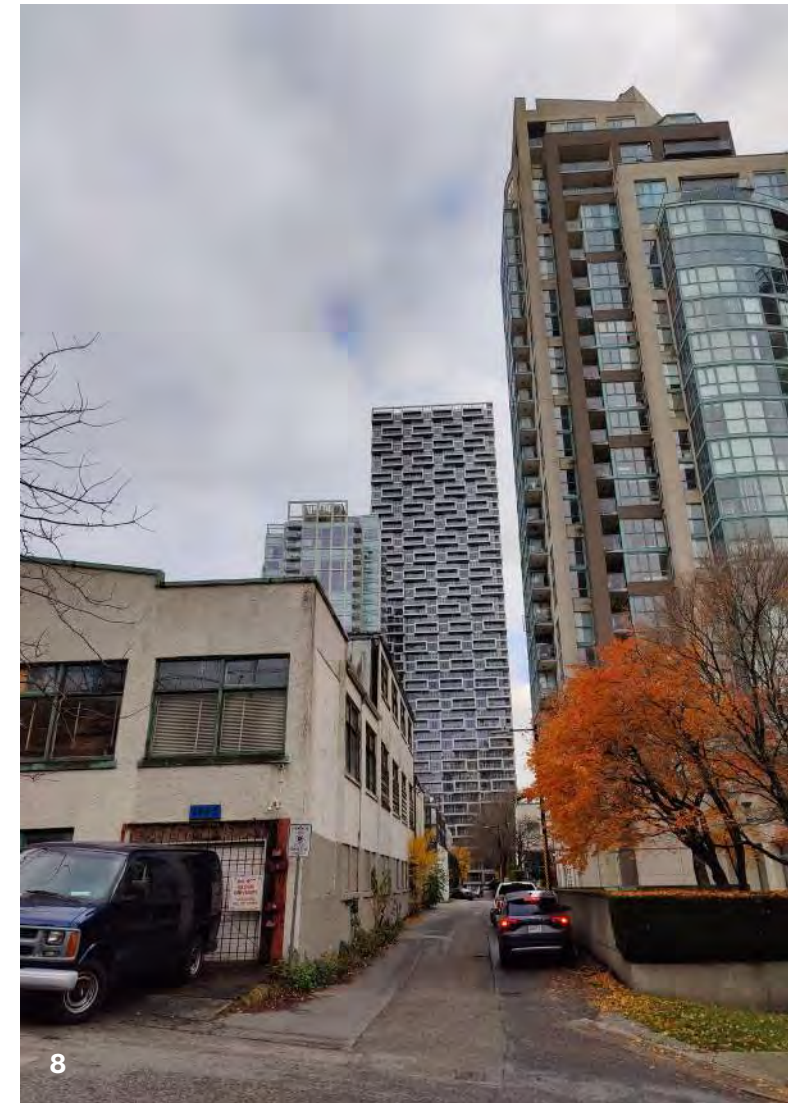
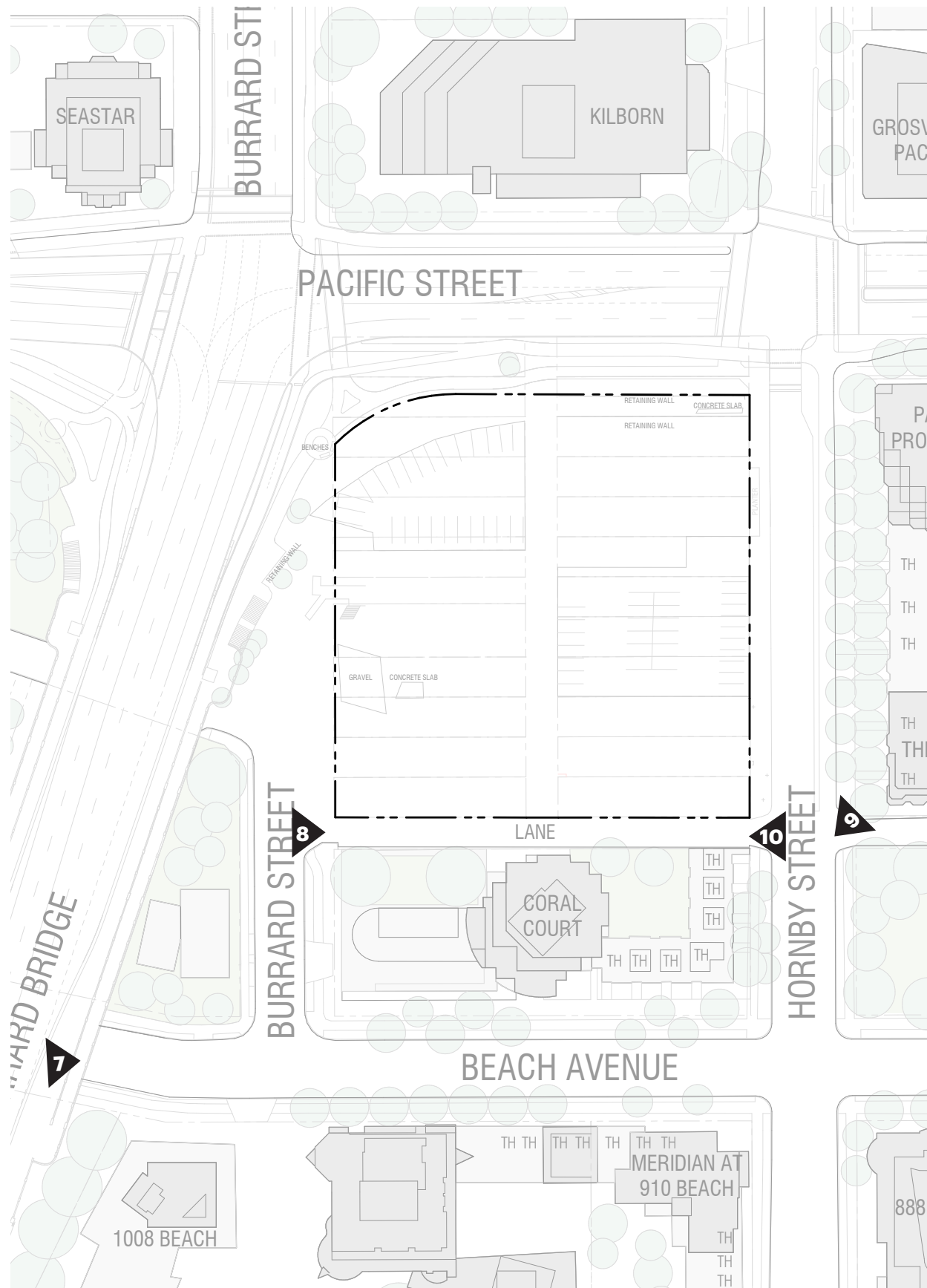


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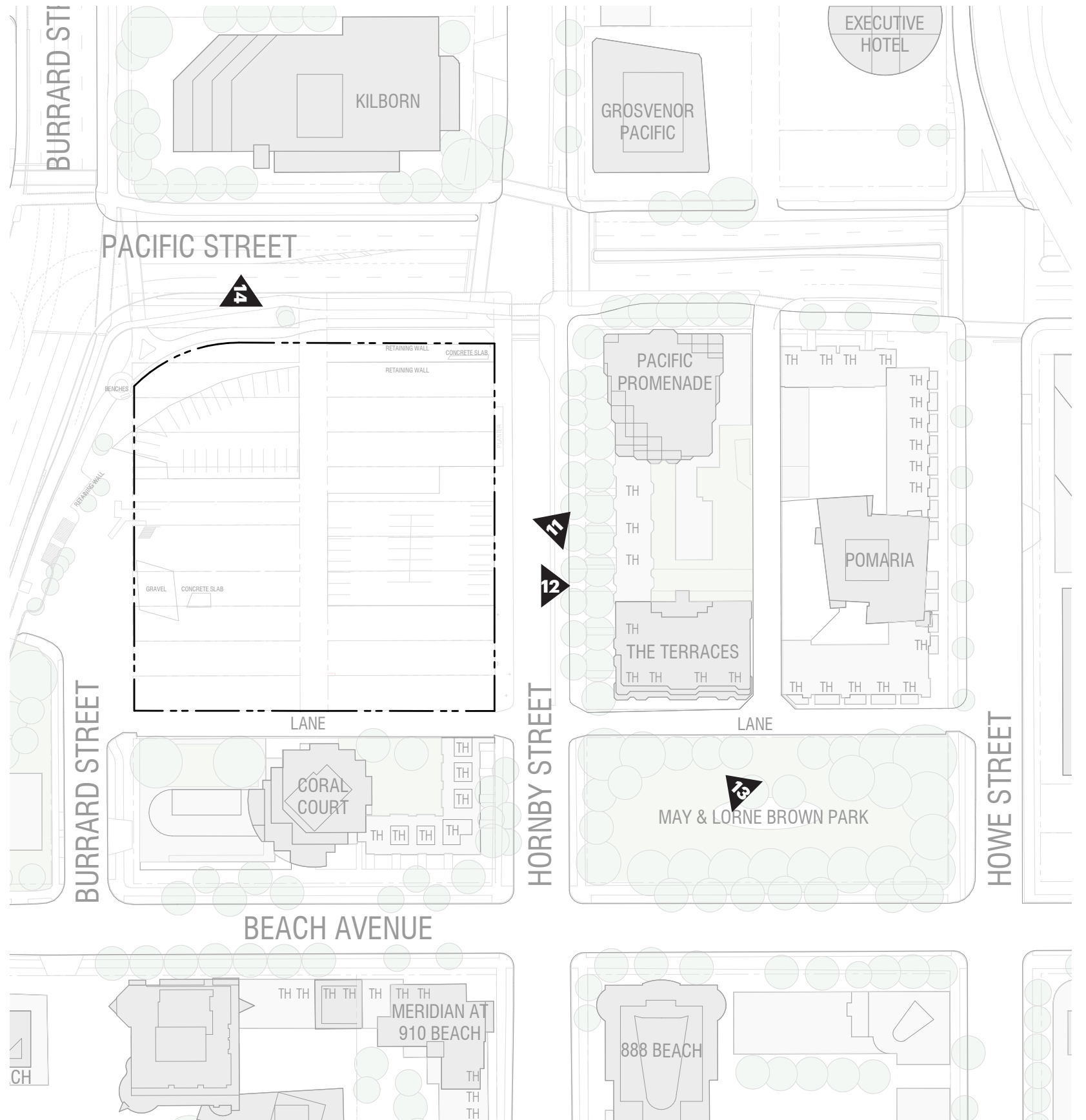


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# 2.3. Site Analysis

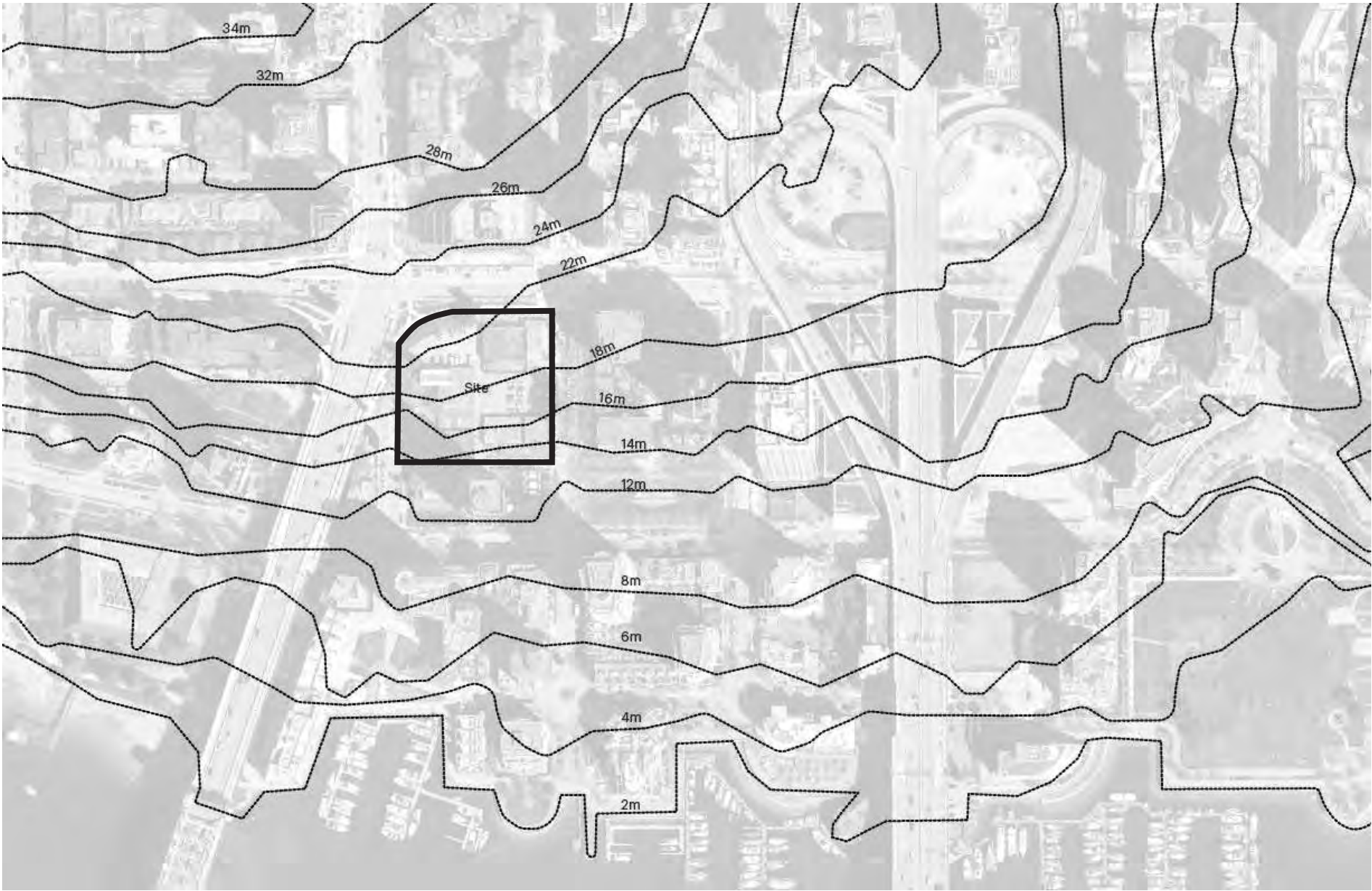
## Topography

Downtown Vancouver features significant geological variations, leading to diverse topography. The site is located on one of the steepest portions of the peninsula, with Burrard and Hornby Streets being particularly challenging for pedestrians, cyclists, and vehicles. These steep grades also pose challenges for building siting, site access, drainage, landscaping, and servicing.

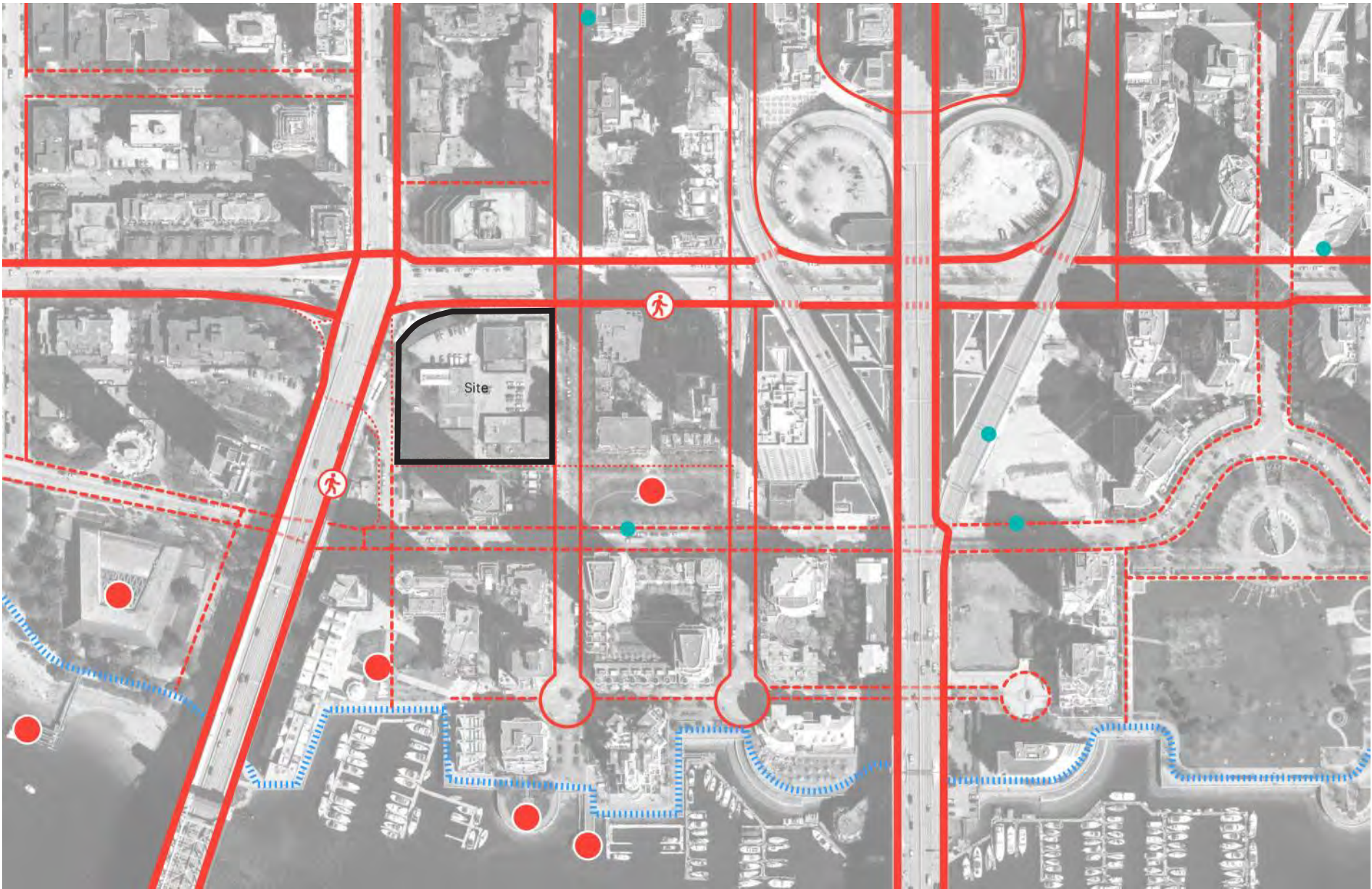


## Legend

----- elevation contour lines







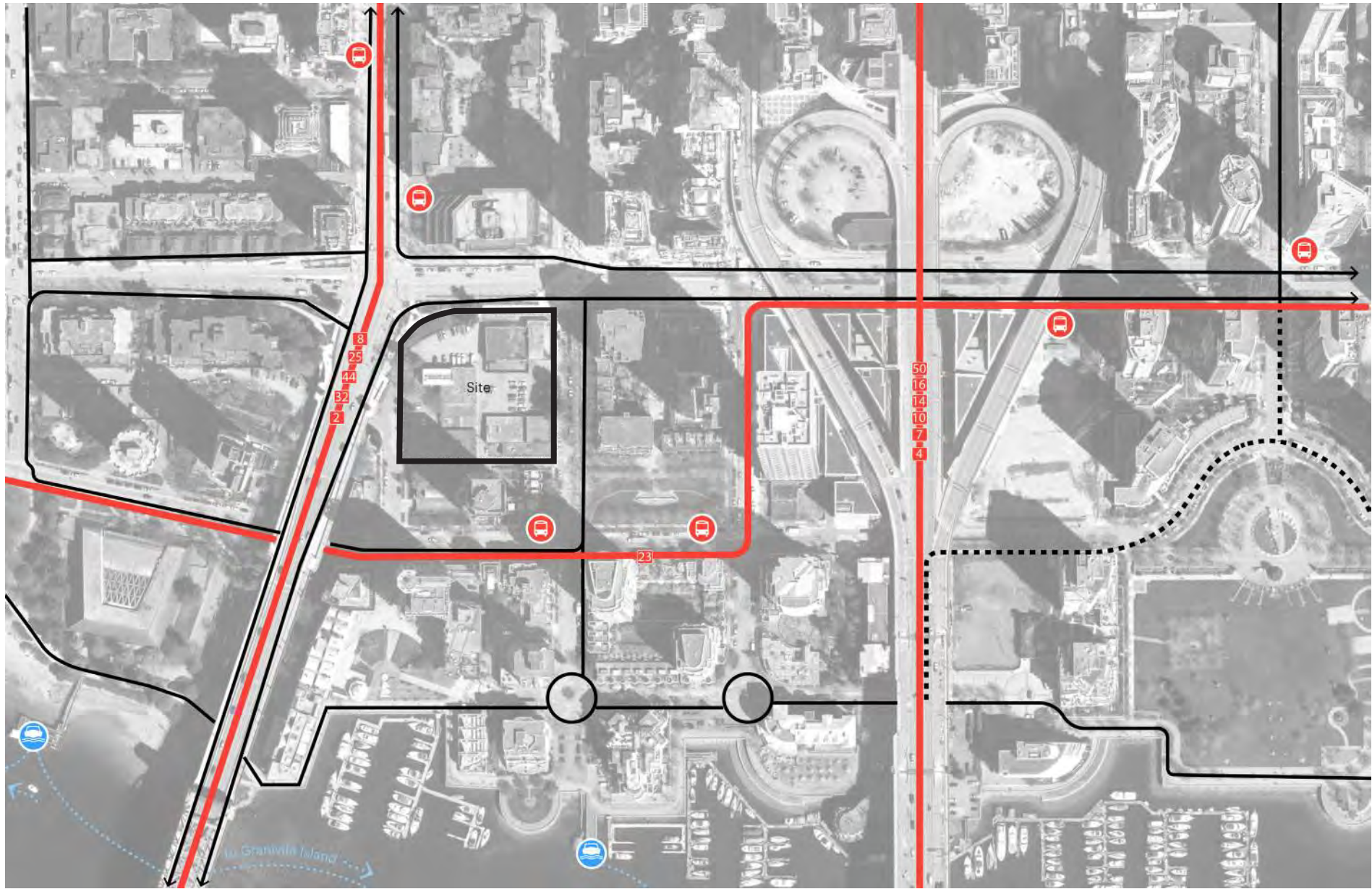
**Pedestrian Access**

The area is among the most walkable in the city. However, pedestrian connectivity is somewhat disrupted near the Burrard Bridge and adjacent lands. Beach Avenue offers the most convenient pedestrian access, while the seawall provides a more leisurely route. Improving access for both convenience and leisure would enhance connections between the Beaches neighborhood and downtown.

**Legend**

-  main route
-  secondary route
-  local route
-  occasional route
-  seawall
-  points of interest







### Public Transportation and Cycling

The site is not located near a rapid transit station, but it is generally well served by public transportation along Burrard Street, with neighborhood bus routes also operating on Pacific and Beach Avenues. Major bus stops are located on Burrard, and pedestrian flows to and from these stops are anticipated to be significant.

Cycling connectivity to the site is excellent, particularly through protected bike lanes. Adjacent cycling routes are part of the citywide network and accommodate a high volume of cyclists traveling to downtown. Additionally, several businesses in the area offer bicycle and related rental services, such as scooters and e-bikes.

However, cycling in the area can be challenging depending on cyclists' skill levels. The site is situated on a slope, and Burrard and Pacific experience high volumes of vehicular traffic. Safer cycling approaches are available via the protected bike lane and Hornby Street.

### Legend

- bus route
- protected bike lane  
*connected all ages and abilities network*
- - - local street bikeway
- - - aqua bus routes
-  bus stop
-  aqua bus





### Vehicular Access and Loading

Vehicular access to the site is highly restricted. The only options are the lower portions of Burrard Street, Hornby Street, and the lane. Travel direction restrictions require vehicles to take longer routes to approach the site. Additionally, there are no curbside parking spaces on the west side of Hornby Street, making loading and drop-offs for passengers, deliveries, and other services difficult for future developments.

### Legend

- Two Way road
- One Way road





**Land Use**

The neighborhood is predominantly residential, with limited street-front retail and food services. This results in muted street edges and a subdued pedestrian experience.

**Legend**

- residential
- public amenity
- office
- institutional
- public park
- retail
- commercial / retail storefront





Area Amenities

The area features several prominent amenities, including the seawall, the Aquatic Centre, Sunset Beach, and May and Lorne Brown Park. Community facilities include several daycares and Montessori schools. While there are few commercial spaces nearby, the Vancouver House development has added several, including a pharmacy, grocery store, financial services, and a variety of restaurants and cafes.

Legend

- 1 Sunset Beach Park
- 2 May and Lorne Brown Park
- 3 YMCA Daycare
- 4 Anchor Point Montessori School
- 5 Lions Gate Montessori School
- 6 Vancouver Aquatic Centre
- 7 Seawall

- restaurant / cafe
- mini mart
- bike rental
- bank
- daycare
- retail / services
- public space







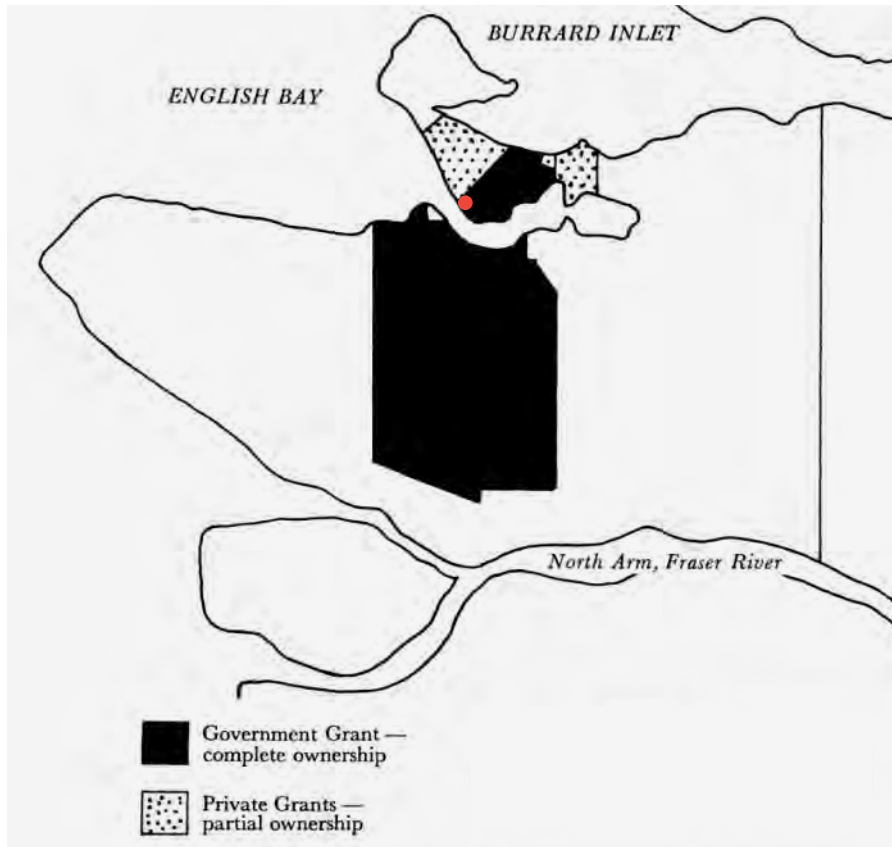
Public and Green Spaces

While the Beaches neighborhood has a green appearance overall, public park space is limited. The only park in the immediate area is May and Lorne Brown Park. The seawall in this section feels urban and serves as a gap between two major parks along the seawall: Sunset Beach and George Wainborn Parks. Most green spaces in the neighborhood are private and primarily offer visual enjoyment to the public rather than functional use.

Legend

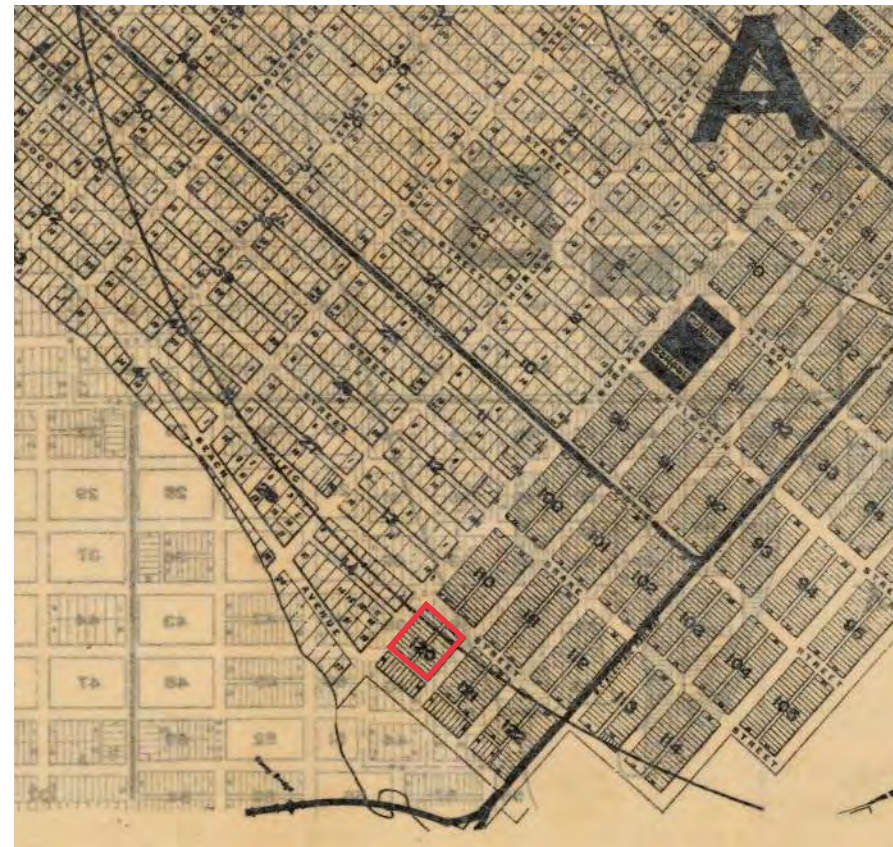
-  park / major public open space
-  seawall / public open space





The site is defined by original division of the peninsula.  
(MacDonald, Norbert. BC Studies: The British Columbian Quarterly No. 35: Autumn 1977.  
"The Canadian Pacific Railway and Vancouver's Development to 1900")

Burrard Bridge isolated the site further, delaying its development.  
(City of Vancouver Archives. [Aerial view of the] Granville Bridge, AM54-S4-: VLP 169. 1954)



Change in grid east of Burrard set up persistent lack of road continuity across it.  
(City of Vancouver Archives. Vest pocket map of Vancouver: map A. AM1594-: MAP 59-: LEG1277.1)

Development following EXPO'86 redefined Vancouver as a city and as urban fabric.  
(<https://www.da-architects.ca/projects/concord-pacific-place/> )



## 2.4. Development Context

The site is located in a predominantly residential area of downtown Vancouver, with some retail uses along Burrard St and along the water's edge to the southwest. It is the last remaining redevelopment site within the downtown area of the False Creek Comprehensive Development District (FCCDD). A zoning district created in the 1970s to guide development around the shoreline both in the downtown and in False Creek South.

It is surrounded by multiple new residential-led developments including Vancouver House, Burrard One, Grosvenor Pacific and the Granville Loops.





Downtown dominated Vancouver's skyline until the Senakw project.  
(<https://senakw.com/vision>)



To the south of Burrard Bridge, Senakw is transforming the skyline and altering the Burrard Bridge gateway experience. With its 11 residential rental towers reaching up to 58 storeys, the historic image of the downtown being a singular cohesive dome is being replaced.

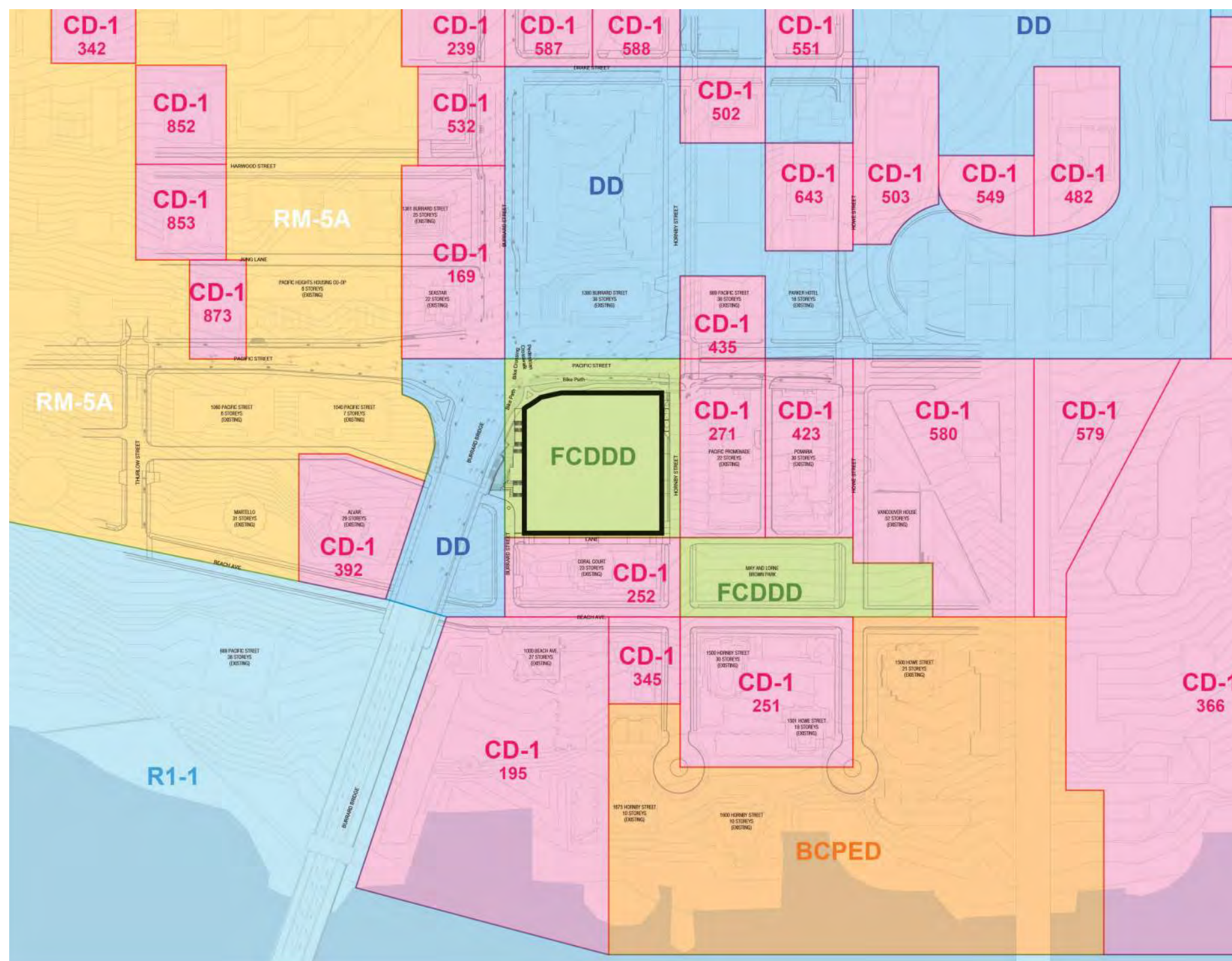
This site offers an important visual connection between Senakw and downtown.

Both sites are at the bridgeheads: a dual gateway.  
(<https://senakw.com/vision>)









### 3.1. Applicable Policies

- Rental Housing on City-Owned Land – Public Benefits Pilot Rezoning Policy
- FCCDD Zoning
- Central Area Plan
- Granville Slopes Policies
- Bridgehead Guidelines
- General Policy for Higher Buildings
- Green Buildings Policy for Rezoning
- Rezoning Policy for Sustainable Large Developments
- Family Room: Housing Mix Policy for Rezoning Projects
- High-density Housing for Families with Children Guidelines
- Public Art Policy

Key policies and alignment with proposal are reviewed in the following pages.

# 3.2. Policy Review and Alignment

## False Creek Comprehensive Development District

The current zoning for the site is FCCDD - a zoning district created in the 1970s to guide development around the shoreline both in the downtown and in False Creek South. The content of this by-law is limited but does permit both residential and commercial uses, in-line with the proposed re-development.

The by-law confirms that permitted uses are ‘subject to the form of development being in conformity with such condition and regulations as may be prescribed by any Official Development Plan (ODP) By-law.’ The ODP referenced is the False Creek Official Development Plan (1998) but this does not actually include this site in its boundary. The site also does not fall within the prescribed boundaries of the downtown district governed by the Downtown Official Development Plan.

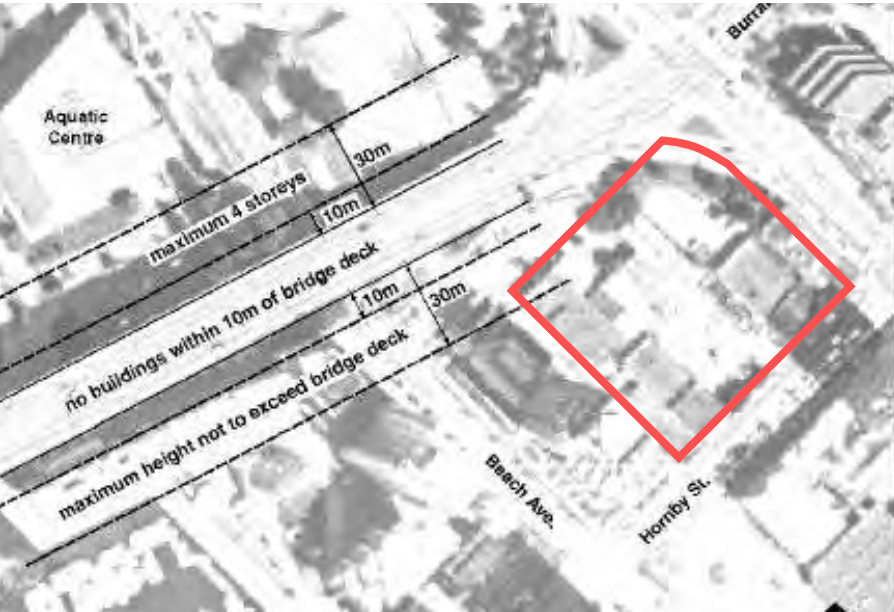
With the inapplicability of these plans, the Central Area Plan (1991) becomes a key policy reference for the site. Within the Central Area Plan the site falls in the Granville Slopes sub-area which is guided by the Granville Slopes Policies (1989), detailed on the next page.

## Bridgehead Guidelines

Updated in 2020, the Bridgehead Guidelines Document sets out form of development at major bridgeheads to be used in conjunction with relevant zoning and plans.

The bridgehead guidelines create two setback types – one at 10m ( no buildings within) and another between 10m and 30m, 33’-98’ ( no building can exceed the height of the bridge deck measured at dripline).

The second clearance does affect the site and no building is proposed in that area above grade.



Bridgehead Guidelines



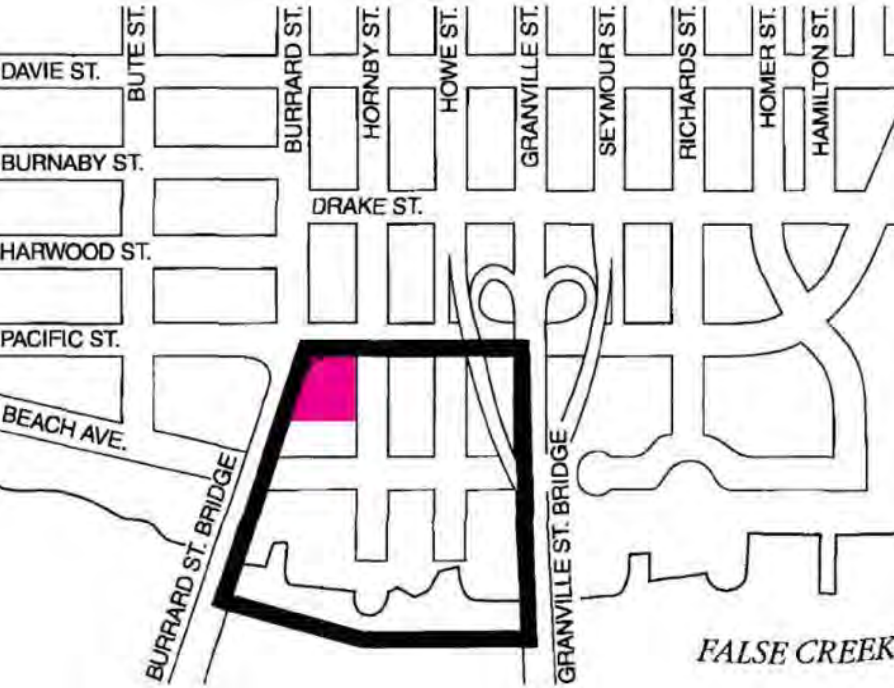
# Granville Slopes Policies

The Granville Slopes Policies document provides direction for land use and form of development. It envisions a residential-led development characterized by slim towers linked to three- to four-storey rowhouses or townhouses. This policy, created in 1989 and last updated in 1993, does not align with current housing pressures and the need for higher-density developments.

## Form of Development

The proposed development deviates from this policy in terms of height and density but aims to respect the desired tower-and-podium form, with carefully designed podium responses along each frontage:

- Pacific Street: The podium responds to neighboring buildings, such as the Kilborn and the 221A Arts Centre, in both mass and height.
- Hornby Street: The mass steps down to a lower form that complements the Pacific Promenade development, enhancing the street enclosure. The form is set back to create space for private outdoor areas for ground-level units, soft landscaping, and trees.



Granville Slopes Boundary

- Lane to the South: The podium steps down in the southeast corner to harmonize with the townhouses of Coral Court. The development along this lane is set back to accommodate services and public realm improvements, continuing the urban approach of the neighboring block to the east. This setback also provides greater privacy for Coral Court residents.
- Burrard Street / Burrard Bridge: The podium scale corresponds to Anchor Point to the north and steps down significantly to align with Coral Court’s pool pavilion. A plaza at this corner serves as a complementary open space to the pool’s green space. Along this edge, a new street wall is designed as an urban backdrop to future public realm improvements.

## Density

The policy permits a Floor Space Ratio (FSR) of 4.0 for the east portion of the site and 4.5 for the west, resulting in a blended density of approximately 4.4 FSR. However, the current proposal significantly exceeds this, with a proposed density of 12.11 FSR.

Density expectations and demands in the downtown core have evolved since the last policy update. Recently completed and approved developments demonstrate that higher densities are increasingly considered appropriate in and around the Granville Slopes Policies area:

- Grosvenor Pacific (1380–1382 Hornby / 801–819 Pacific): FSR 16.25
- Monogram (1157 Davie): FSR 13.37
- Burrard Gateway (1290 Burrard / 1281 Hornby): FSR 13.33
- 1335 Howe St: FSR 12.12
- Butterfly (1019 Nelson St): FSR 11.27

The proposed allocation of this density within the podium and skyline is a deliberate design choice, reflecting the area’s growing density and height.

## Height

The proposal exceeds the Granville Slopes Policies’ height limit of 210–225 feet, with a proposed height of 533’7” (162.64m). Surrounding developments have also risen or are approved to do so beyond the Official Development Plan (ODP) limits of 300’ through application of Higher Buildings Policy.

Notable examples include:

- Grosvenor Pacific: 380’
- 1335 Howe: 378’
- Burrard Gateway Tower A: 550’
- Vancouver House: 515’
- Butterfly: 586’
- Granville Loops Sub-area Buildings A and D: 395’

The proposed height aligns with two key considerations:

- General Policy for Higher Buildings: This policy emphasizes creating gateway experiences for key downtown bridges (Burrard, Granville, and Georgia). It allows for additional height in these areas through design excellence and sustainability, providing a pathway for this proposal.
- Layered Built Form: Recent developments have established a taller backdrop for the Beach neighborhood, with a gradual descent of built form toward the waterfront. The proposed development follows this pattern, with a shorter tower near the water and a taller tower further inland, enhancing the visual hierarchy.

## Floorplate size

While the Granville Slopes Policies have guided the proposed development’s overall use and form, the density has been increased to address contemporary needs to deliver middle-income rental housing. Floor plate sizes ( 8873 sf and 9713 sf) need to include significantly more area dedicated to structure and building envelope, compared to allowable size in the policy.

## Commercial Development

The policies restrict commercial uses on this site to Pacific Street only. However, the site as currently developed sustains commercial activity on other frontages as well. This proposal includes retail uses along both Pacific Street and also along the newly proposed Burrard steps adjacent to Burrard Bridge. This also adds to the public realm improvements, animates the site, and moves people to and from Beach Avenue and the waterfront.

With the additional residents introduced by this development, these commercial spaces will benefit from a larger built-in customer base as well as visitors.



# General Policy for Higher Buildings

The intent of the ‘General Policy for Higher Buildings’ is to reinforce the height and prominence of the buildings in the Central Business District and strategically provide additional height at downtown ‘gateways’. The policy is conditional on two main requirement types: design, and sustainable design and energy efficiency. Per this policy, as the site is immediately adjacent to the Burrard gateway, it could be considered for additional height if these requirements are addressed.

## Design

The Policy supports additional height at this location if the experiential intent of the gateway is maintained. The experiential intent of the Burrard gateway is intended to focus on a single tall building in “an axial alignment with the Burrard Bridge”. This tall building is currently One Burrard Place at 1289 Hornby Street (548’) but as surrounding sites are developed in an ever densifying downtown, the experience of One Burrard Place as a focal tower is already challenged. To ensure that this effect of a focal tower in axial alignment to the bridge does not diminish further, this proposal locates the shorter tower closer to Burrard.

Application of this policy at Granville Bridge provides relevant precedents, as Granville Bridge gateway has similar development pressures. For Granville, the two flanking sites – Vancouver House (1480 Howe) and 601 Beach Crescent – have fulfilled the gateway experience: “two flanking towers”. Since these were approved, two neighboring towers have been approved with heights over 300’ – Granville Loops Sub-Area A and D buildings (395’ each). These two buildings demonstrate a fit with the experiential intent for that gateway as well as and within this area of Downtown.

As part of this rezoning, the form and the design will also endeavour to “establish a significant and recognizable new benchmark for architectural creativity and excellence, while making a significant contribution to the beauty and visual power of the city’s skyline”.

Vancouver now has several such buildings, demonstrating that both creativity and excellence are broad and all-encompassing terms. The architectural expression of the Pacific and Hornby proposal creates two simple but not simplistic vertical forms aimed at emphasizing the verticality of the form. Their domain of excellence and impact on the skyline is intended to be in precision of form, proportion, and composition.

## Sustainable Design and Energy Efficiency

The policy provides two pathways within this requirement – achieving Passive House certification or achieving specific energy performance targets, combined with connection to a low carbon energy system.

Combined with robust building envelopes, low window-to-wall ratio and, equipment efficiency, the building’s proposed on-site low-carbon energy system is capable of meeting the performance targets of the second requirement path. The District Energy System serving the site is not considered a Low Carbon Energy System. As a result the project has proposed its own on-site Low Carbon Energy System in the form of Air-Source Heat-Pumps which uses low carbon BC Hydro electricity that receives 98% of its energy from clean sources. In- depth discussion of this is included in the appendix.



View of the proposal from Creekside Park

# Rezoning Policy for Sustainable Large Developments

As the proposed development exceeds 45,000 square metres(484,375 square feet) of floor area, it qualifies as a large development under this policy—classified as Site Type C—and will undertake additional measures to align with the City’s Greenest City 2020 Action Plan.

Below is a summary. More detailed discussion can be found in the appendix.

## Sustainable Site Design

Principles of sustainable site design will guide land development and management strategies on site, enhancing habitat, ecosystem functions, and public open spaces.

A key site planning strategy includes creating an enclosed, planted courtyard serving as a central, cohesive, park-like green space. This will be supplemented by additional soft landscaping and tree planting both on and off-site. All podium-level rooftops will feature common-use areas, with significant portions dedicated to planting, where not used for urban agriculture.

Soil volumes over the parkade will be substantial enough to support significant planting in the courtyard, with supporting structure sized accordingly. Along Hornby Street, the parkade boundary has been set back to provide adequate soil depth for larger plants and trees.

Preserving trees on-site and nearby poses a challenge. Several trees between the site and the Burrard Bridge have been assessed by an arborist as high risk for failure; two others are already dead. Other trees removed from the site or its boundaries will be replaced with long-living species. Efforts will be made to retain as many trees as possible along Pacific Street, including off-site works, and protect them during and after development, with separation from dog-relief areas.

## Sustainable Food Systems

The proposal includes a minimum of three food assets:

- Community Gardens: Located on rooftops, these gardens feature a mix of individual plots and larger undivided planting areas. The latter will maximize solar exposure for plants. Some areas will be co-located with outdoor amenity seating and accessible to wheelchairs and scooters.
- Community Food Market: Situated in the south plaza at the intersection of the lane and Burrard Street, this market lies along a new pedestrian route to the waterfront. It will host approximately ten stalls with small storage spaces and site services. A nearby Class B loading zone will ensure easy logistics.
- Edible Landscaping: Podium roofs and the courtyard will include edible plants, serving as food assets, aesthetic features, sunshades, and privacy dividers. Native BC plants suited to different microclimates will be prioritized, with educational signage on their uses and benefits.

## Green Mobility

The site’s location offers high walkability. The design includes pathways in the courtyard to mitigate the site’s slope, ensuring accessibility for those with limited mobility and cyclists accessing bike parking.

The Transportation Demand Management Plan (Plan C) will implement measures to reduce reliance on private vehicles, including car-share stalls and transit passes. Fast-charging hubs for electric vehicles will be installed in the parkade.

## Potable Water Management

Water use and rainwater management will follow an integrated approach.

Using a Water Balance study the project is targeting a 20% reduction in indoor and a 50% reduction in outdoor potable water use.

## Rainwater and Groundwater Management

Rainwater and Groundwater management will address environmental risks and impacts on sewer and drainage networks. Mechanical systems and a detention tank have been proposed to reduce peak rainwater flows to CoV stormwater systems.

The site is not flagged for groundwater concerns. Preliminary geotechnical reports and borehole data from Environmental Site Assessments (ESA) show no significant hydrogeological risks.

## Zero Waste Planning

The development aims to lead in waste management and minimization. It will meet mandatory requirements for multi-dwelling buildings and food service spaces, providing additional facilities in the parkade for textile donation, item exchange, and repair spaces.

A compactor will be installed in one or both main waste sorting rooms, with designated areas for various recycling and disposal streams. Signage and outreach will promote waste diversion and reduction.

## Affordable Housing

The development will deliver over 1,100 units of middle-income rental housing as part of a 100% residential rental scheme, supported by the recently adopted Rental Housing on City-Owned Land – Public Benefits Pilot Rezoning Policy.



# Green Buildings Policy for Rezoning

As a part of the Rezoning Application package, the following Sustainable Design Strategy has been developed to provide confirmation the project design submitted is on target to meet the requirements as dictated by the Green Building Policy for Rezoning amended July 25th, 2023.

- 1.1 Energy and Emissions Performance Limits: Complete the Energy & Emissions Design Report for each building to demonstrate 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.
- 1.2 Embodied Carbon Limits: Complete the Embodied Carbon Design Report for each building to demonstrate that the project is on track to meet the Vancouver Building By-law life-cycle equivalent carbon dioxide emissions (i.e. global potential impact, or 'embodied carbon') limits expected to be in force at the time of the project's first Building Permit application.
- 1.3 Resilience Buildings Planning Worksheet: Summarize the level of resilience planning undertaken by the project and to identify proposed resilience strategies.
- 2. Commissioning: Outline the ownership team's understanding and commitment to meeting the enhanced commissioning requirements identified in the policy.
- 3. Energy Metering: Outline the ownership team's understanding and commitment to meeting the energy metering and disclosure requirements identified in the policy.

The project commits to satisfying all these items through the rezoning, design and construction of the project. As part of the preliminary reporting, energy modeling, a whole-building lifecycle assessment, and a resilient buildings planning worksheet have been completed and are included in the appendix.







## 4.1. Design Concept

This neighbourhood is well-known for some of the earliest examples of what would become signature Vancouver urban design and architectural style. The buildings to the east of the Burrard Bridge are characterized by the “tower & podium” typology with their townhouse podia and sculpted tower tops. To the west of Burrard Bridge are their predecessors: typically single point towers, simply extruded, with minimal differentiation at street level from their upper massing. To the north, the next wave of new buildings is rising - broader, taller, and more distinctive than the fabric buildings below.

*Aerial view of the proposal with Senakw development in foreground*





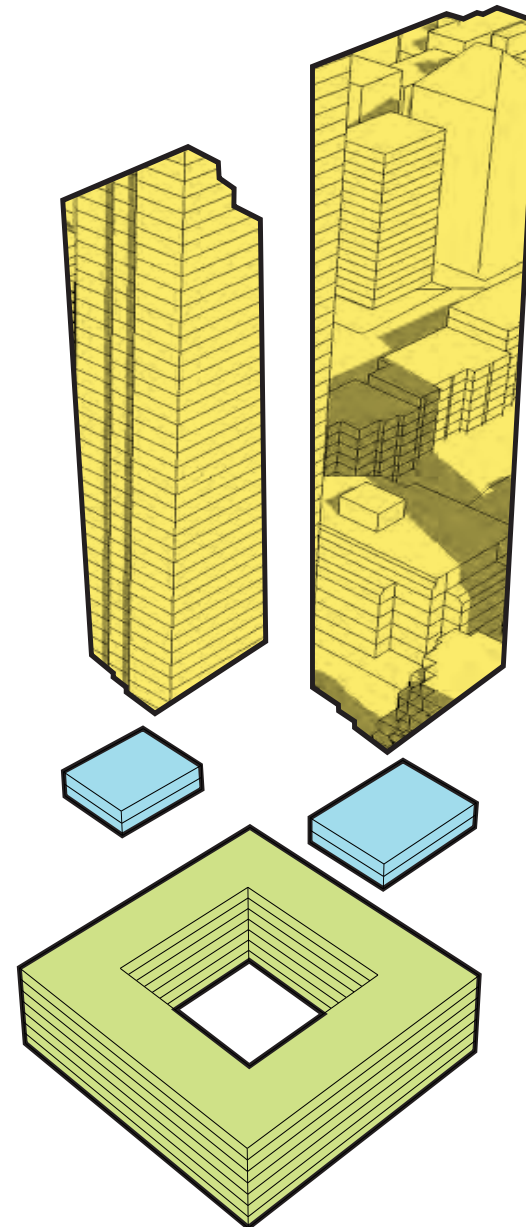
With several exceptional large sites awaiting redevelopment in downtown Vancouver, combined with multilateral political will for building additional housing, more of these buildings will continue to lift the skyline.

The proposal for this site balances the creation of “right supply” housing for Vancouverites with provision of services and amenities to support this additional housing. It adds vibrancy to street life, creates a great public realm and is a fitting response to its context, both on neighbourhood and downtown levels.





View of the proposed design from above ( south east)



Basic forms diagram

To achieve this, the design builds on the venerated “tower & podium” configuration. While the design response includes many considerations, at its core the proposal is a double tower over a sculpted podium that creates an inner courtyard. The vertical forms of the towers rely on the softening of their landing with the podium, a more human scaled form set in a rich public realm.

The carved podium design and its siting responds carefully to functionality and programming, access to light, sensitivity to views and privacy concerns. The podium rooftops are common spaces for both leisure and urban agriculture.

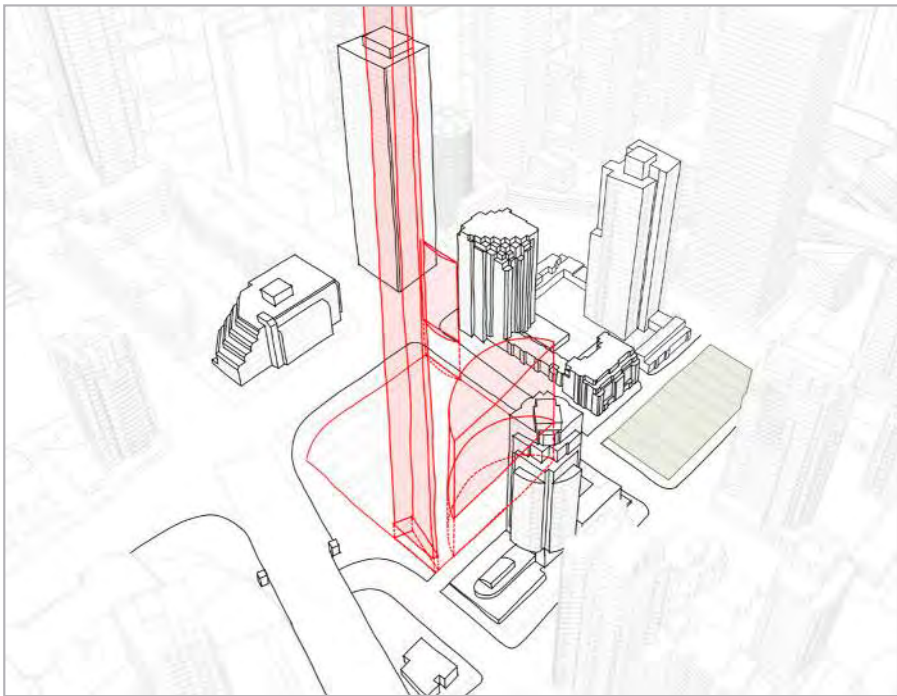
As the podium has become more sculpted, the towers aim for simplicity and clarity of expression aligned with some of the more recent skyline additions such as the Vancouver House, Grosvenor Pacific, and the Butterfly.

The more singular expression of each of these buildings allows them to come together cohesively as a skyline. The effect is amplified by the twinning of the proposed towers as the project reaffirms a new paradigm of tall clear forms playing well together.

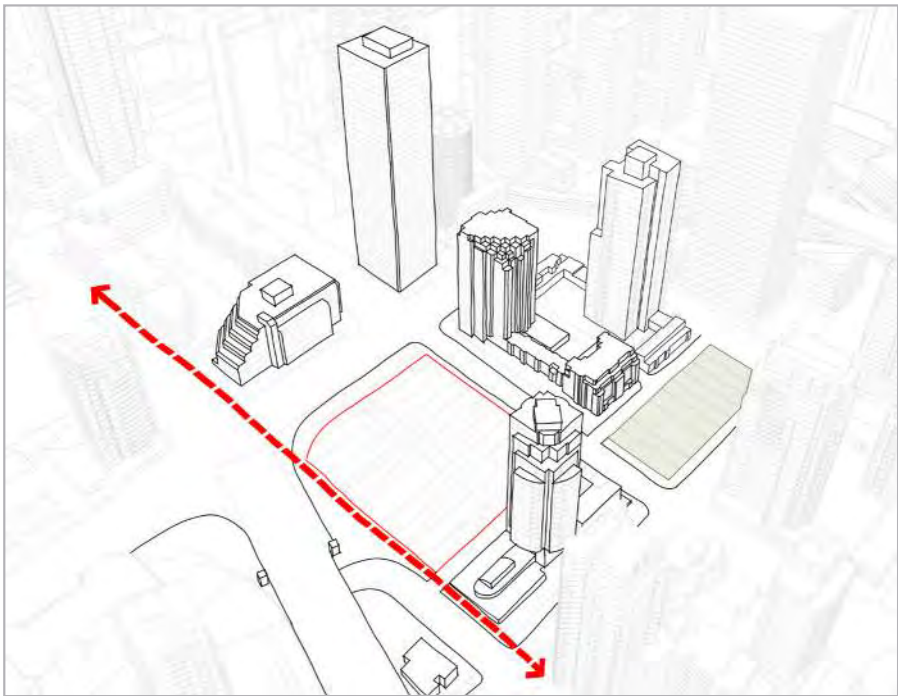
This streamlined vertical massing also intentionally manifests the new clarity and sparsity required by both energy and GHG emission targets and embodied carbon of the building itself. Fewer complex envelope conditions improve overall performance; simplification of the structure reduces embodied carbon by avoiding transfers; modularity and repeatability of the envelope reduces material waste. The variety and the idiosyncrasy are reserved for the podium where they add to the pedestrian experience.



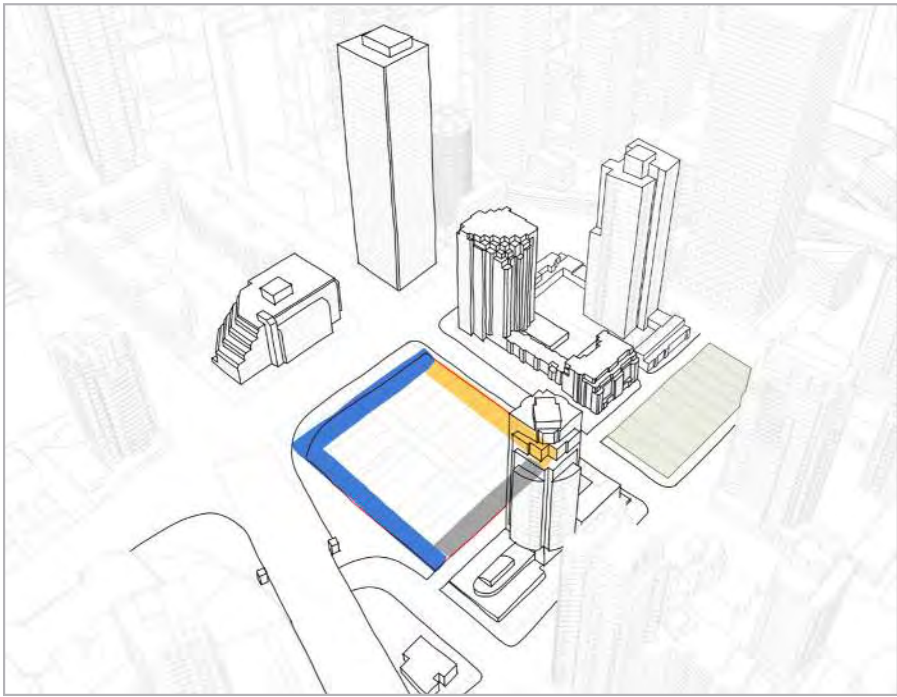
# 4.2. Design Strategies



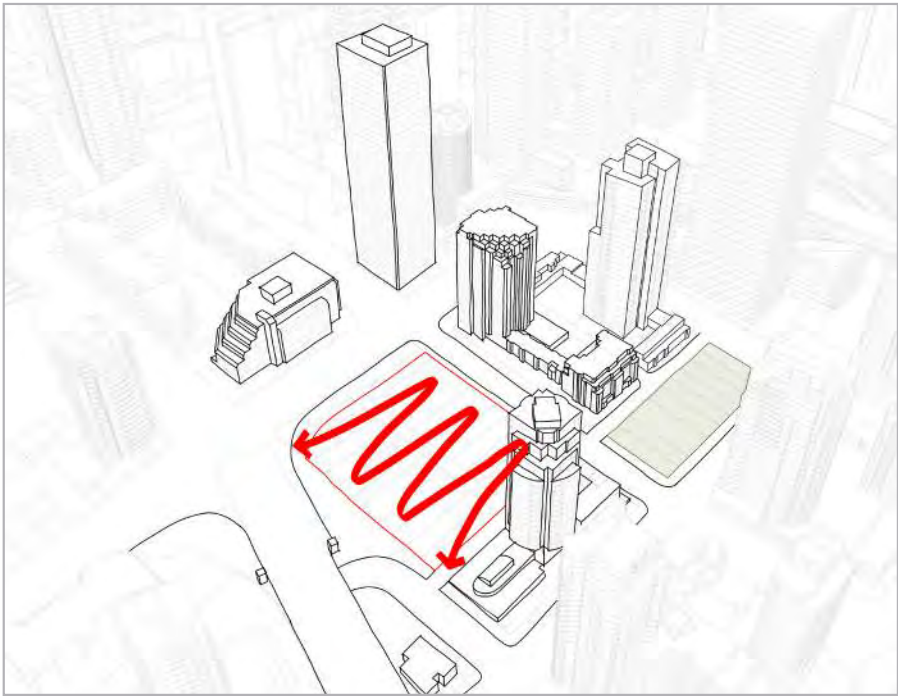
Exclude clearances like 80' space from other tall buildings and bridge deck clearance



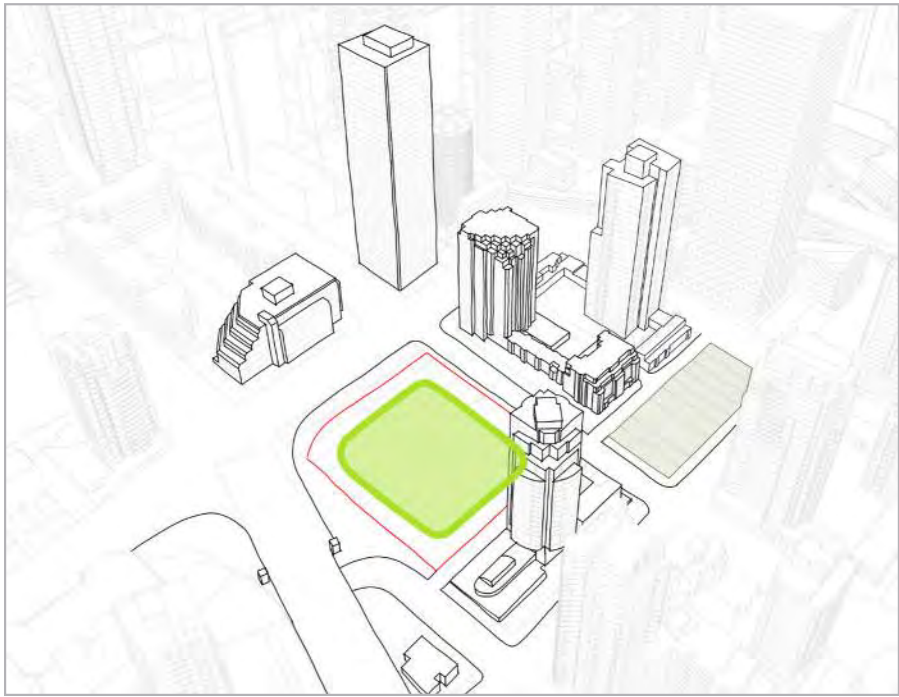
Establish Burrard connector to the neighbourhood and the seawall.



Establish uses at street level - commercial at Burrard and Pacific, Residential at Hornby, and services at lane.



Manage grade with low slope pedestrian connection to the neighbourhood.



Create a green space for respite and to accommodate the low slow paths.

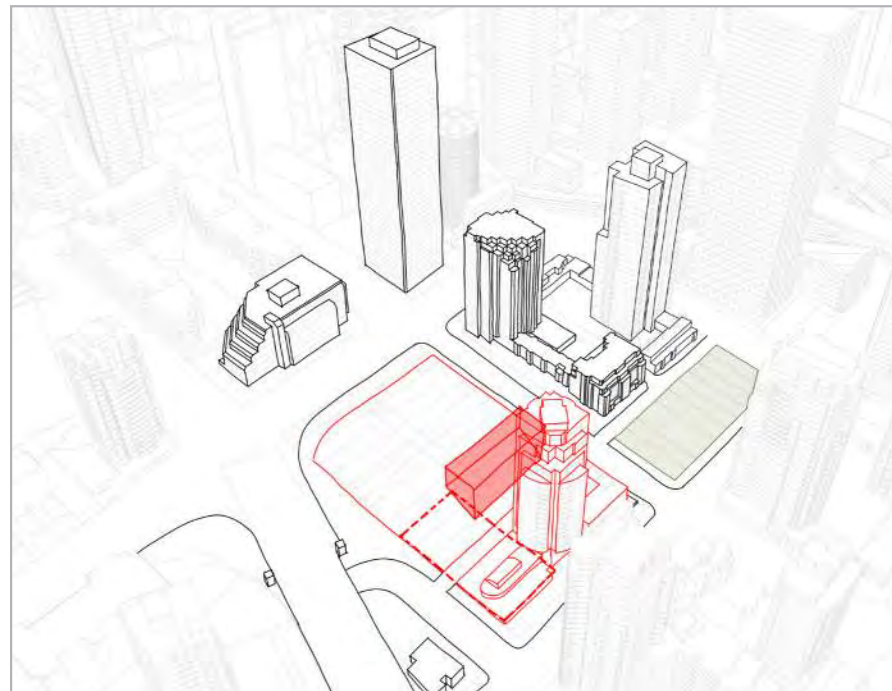




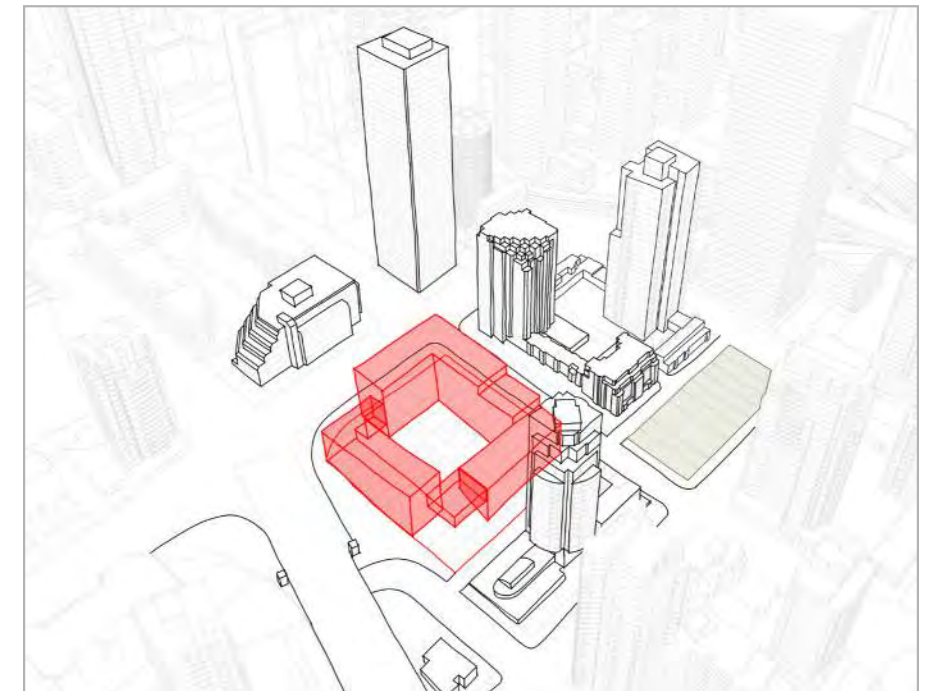
*Place massing that takes cues from Kilborn Building on Pacific.*



*Place massing & fabric that take cues from Pacific Promenade on Hornby.*

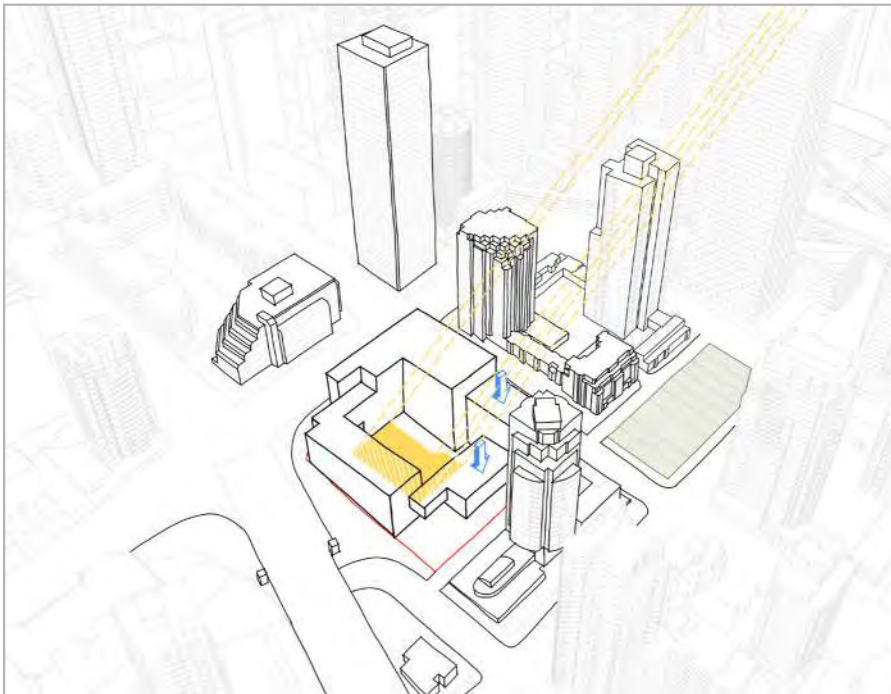


*Place massing, open spaces, and fabric that take cues from Coral Court across the lane.*

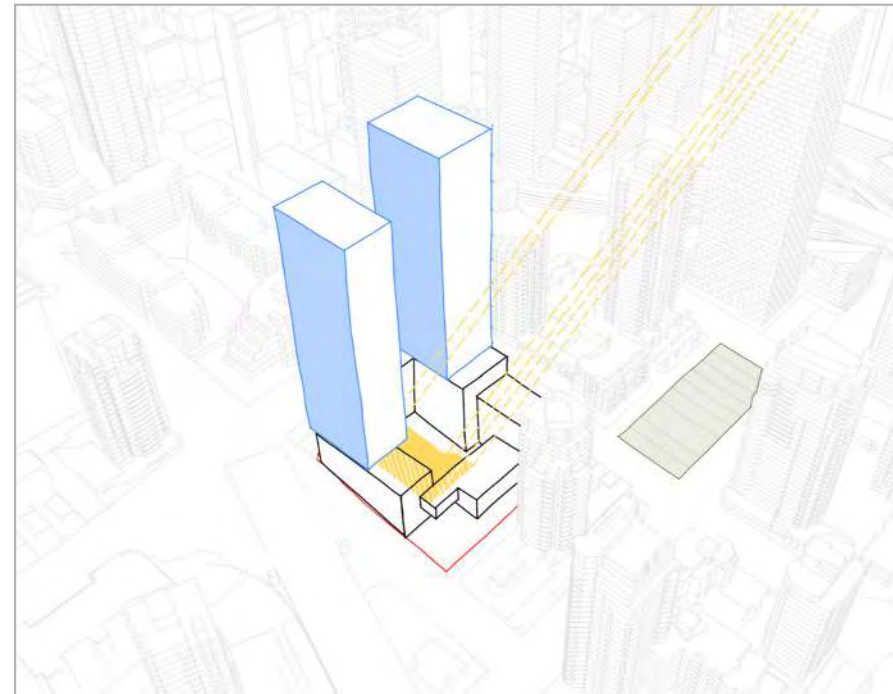


*Complete the podium to create street walls and to join up internal circulation within. Open to the courtyard with gateway plazas.*

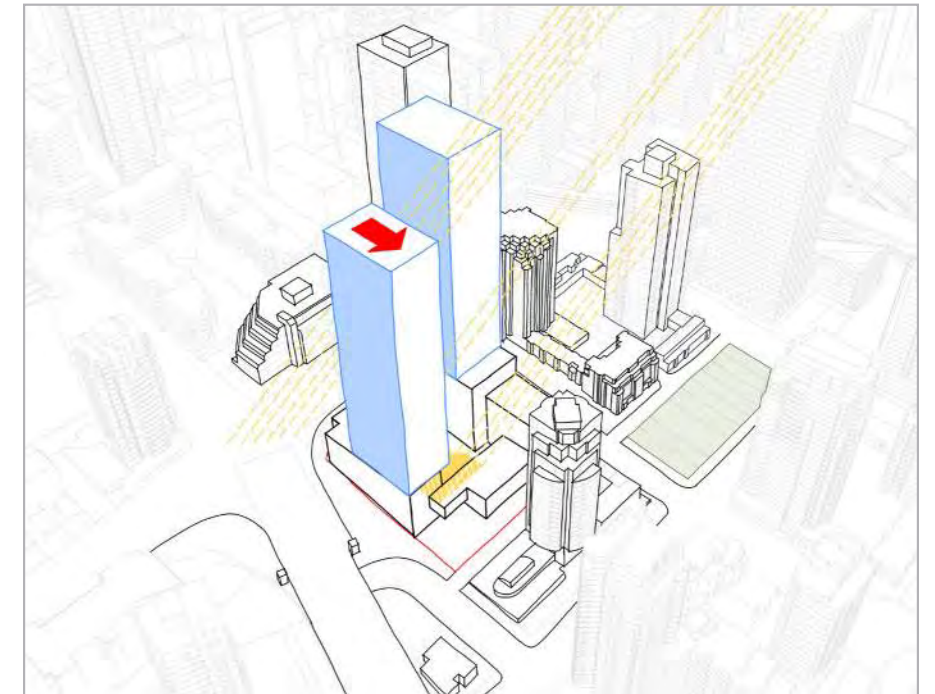




Lower podium masses along the south edges to bring sun into the courtyard.



Place towers 80' apart from each other and to the north to keep courtyard daylit.



Shift west tower further south to decrease overlap between the two and get sunlight to Pacific & Burrard Intersection



Shear tower masses to further reduce overlap and to open up a larger gap, also amplifying verticality of the forms.

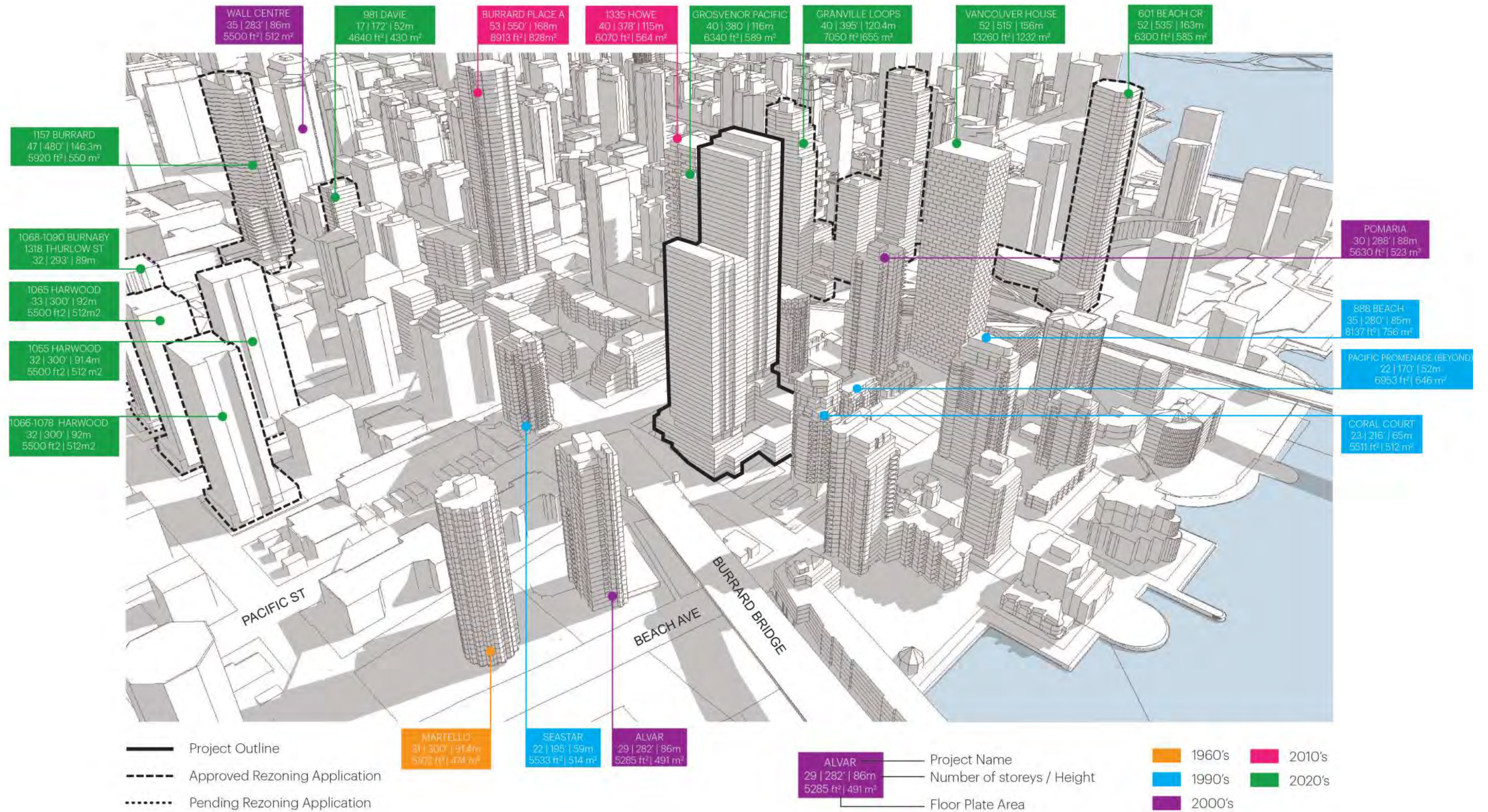


Lower west tower height scale down the experience along Burrard. Raise east tower height to create a more varied skyline where it is more appropriate in proximity to Grosvenor Pacific and Vancouver House.



Develop architectural expression - the grid - that reflects some of the existing expressions in the beach neighbourhood.







## 4.3. Form of Development



*View of the proposal from Creekside Park - afternoon*





**The Towers**

The simplicity and verticality of the towers is amplified by floor plate shaping as well as their architectural expression. The shaping of the floor plates reflects the need for an effective placement of windows relative to the unit interiors, but it also lends to emphasizing vertical striations of the tower masses, breaking down the overall form to bring an effect of slenderness.. This effect is intentionally created on north and south facades as these are the ones people will see the most from public spaces – especially from the south along the seawall, Granville Island, and the approach along the two bridges. The effect is amplified by an architectural expression of wide continuous pilasters that are part of the towers’ grided façade language. Some of these pilasters are emphasized further by deeper projections from the envelope plane, reinforcing verticality through interaction of light and shadow.

*View of the proposal from Creekside Park - afternoon*



The same approach to simplicity is applied to the east and west facades. These facades are intentionally flattened out so that there is a meaningful uninterrupted gap between the two allowing views of the sky, mountains, and of the downtown skyline.. As they are oblique views, they blend more with the overall mass of downtown's built form. This is especially notable in the long views from Vanier Park and Science World. As the prominence of individual buildings gives way to overall influence of the peninsula, the entire downtown is being re-contextualized by the rising Senakw development at the southern end of the Burrard Bridge.



*View of the proposal from east end of False Creek*



As downtown rises to the north and Senakw rises to the south, there is a new emergent skyline. With Senakw rising to 58 storeys, it is a skyline that creates a very unique experience for the viewer at False Creek and its edges, that's more dependent on the overall built form vista than on appearance of the individual buildings.



*View of the proposal from Vanier Park*





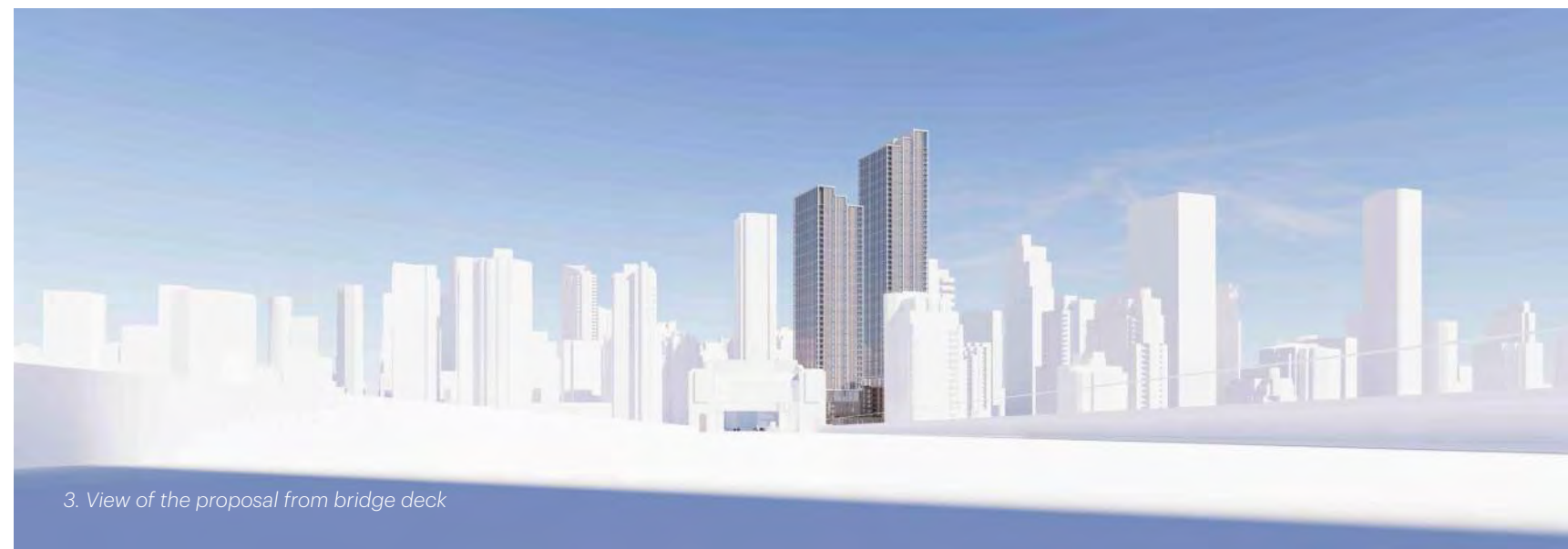
Location of view points along Burrard Bridge



1. View of the proposal from Burrard Bridge ramp



2. View of the proposal from south Bridgehead



3. View of the proposal from bridge deck



The proposed development strategically positions the shorter west tower closer to Burrard Street to maintain the visual prominence of One Burrard Place as a focal tower aligned with the bridge. By following the established pattern of a taller inland backdrop descending toward the waterfront, the development preserves the gradual transition in building heights characteristic of the Beach neighborhood. The lower height of the west tower scales down the visual experience along Burrard Street, while the taller east tower enhances the skyline, complementing nearby landmarks like Grosvenor Pacific and Vancouver House and contributing to a more dynamic, balanced urban landscape.

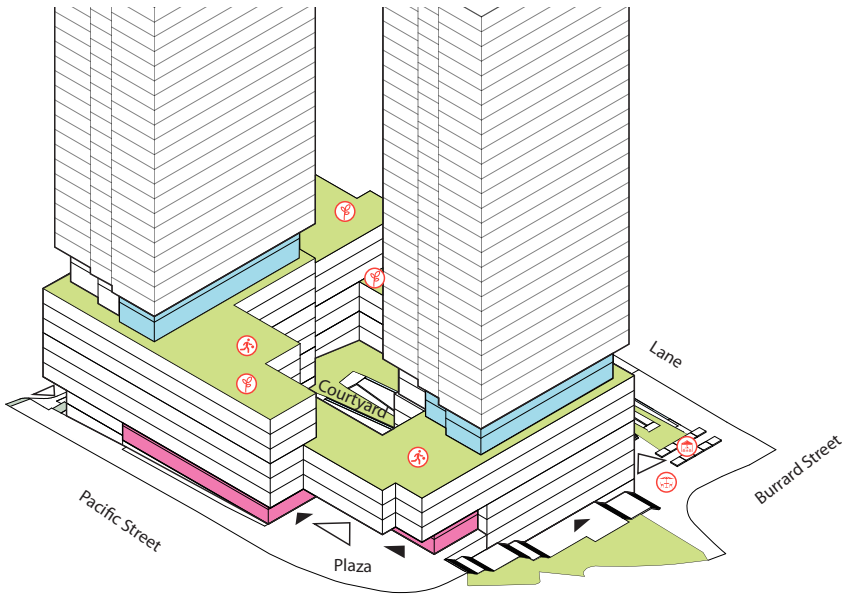


*View of the proposal across False Creek*

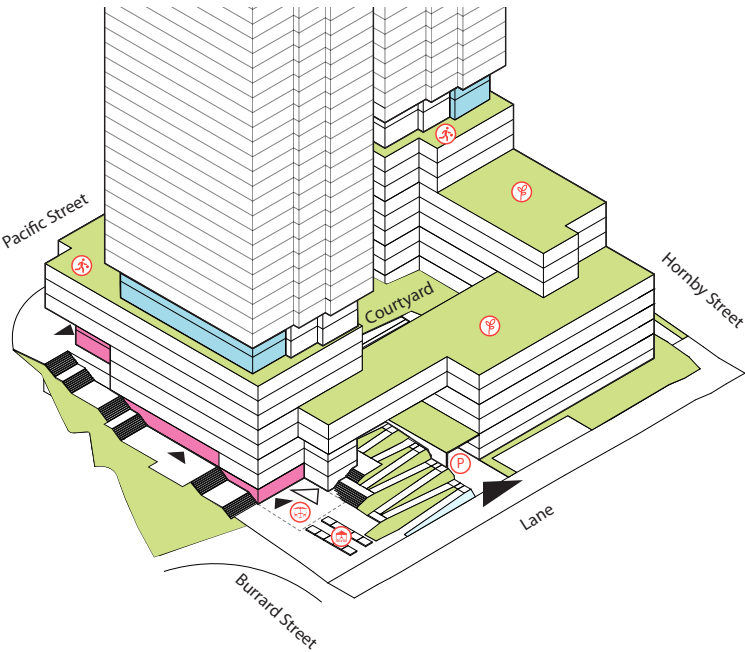


The Podium

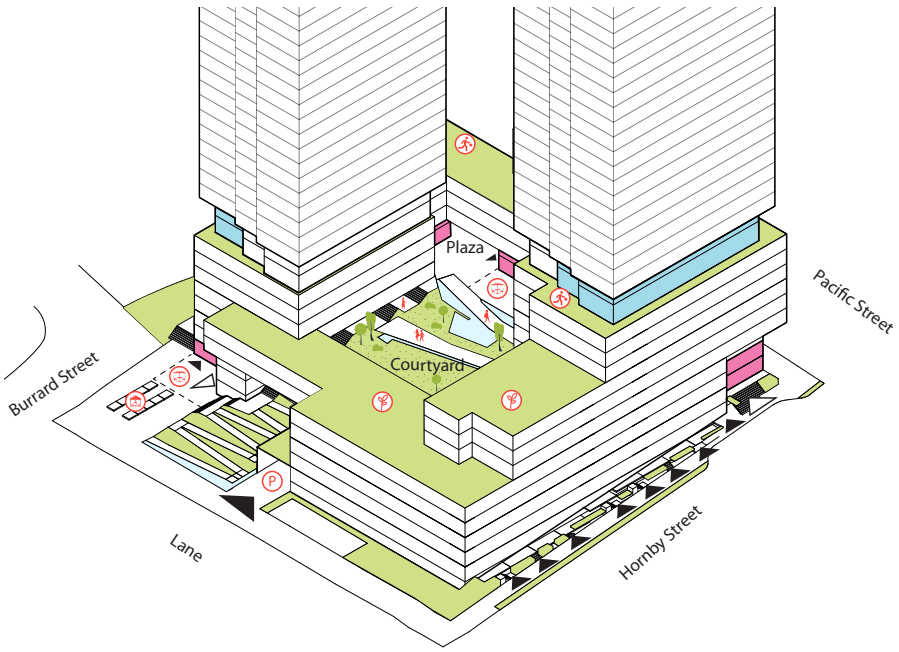
In contrast to the strong yet simple expression of the towers meant for the distant observer, the podium is designed for the immediate neighbourhood and its experience by residents, visitors, and passersby. Internal and external landscaping is rich with plants, street furniture, art, and other features. All podium roofs will be landscaped – some as amenity-rich outdoor areas and others as intense urban agriculture spaces – a mix of individual planters and communal group planting areas. The form of the podium is calibrated to the neighbourhood context. It’s masses are articulated vertically and horizontally by steps and recessed balconies, creating distinct reveals. Public program including commercial space, lobbies, and amenity spaces are transparent to help wayfinding and engagement. Private program is enclosed in finely grained skin – adding to its character as well as referencing the architectural expression of some neighboring projects.



View from above:  
Northwest corner



View from above:  
Southwest corner



View from above:  
Southeast corner





View of the proposal south along Burrard Street

### Grid Expression

To visually separate towers and the podium with a glazed reveal yet tie together these two languages – the simple and robust towers and the sculpted podium –both deploy the grid expression as a unifying strategy. The grid of the towers is larger, and has more streamlined detailing and materials suitable to high rise demands. The grid of the podium is smaller and includes finer detailing and more textured materials. The amenity floors act as intentional separators of both massing and façade languages.



View of the proposal east along Pacific Street



North-south section through the courtyard  
looking at West Tower



**The Courtyard**

As part of the social amenity for this neighbourhood, the courtyard will be available to all, not just those who live in the building. This green space creates a place of respite from Burrard and Pacific and a safe place for families. There are several commercial spaces opening up to it and it harks back to neighbourhood courtyards – places where families can gather and connect with neighbours. The courtyard serves another important function – it creates a low-slope path across the site to offset a high-slope sidewalk on Hornby. It is integrated into sloped and stepped landscape with stairs, bleacher seats, water features, and natural plantings. A stair follows one of its edges to create a more direct path through the site and access to some commercial units. The podium is designed to create a suntrap in the courtyard during spring and autumn, ensuring ample daylight for the interior units.





View of the courtyard





*View of the north plaza at Pacific and Burrard Streets*

## Urban Edges

The public realm around all sides of the podium is designed to enhance the street experience, the neighbourhood vibrancy, and place-making opportunities.

## Pacific Street

The southern edge currently lacks pedestrian engagement. To address this, the apartment volume is elevated, creating a glazed ground floor that offers views into the courtyard, enhancing the street-level experience. Adjacent to busy cycling paths, bicycle parking and a public bike-share station are integrated, benefiting from added visibility and security through the glazed spaces.

The residential volume is segmented with shifts and reveals, creating a dynamic façade that mirrors the stepped form of the neighboring Kilborn building. This design preserves openness at the intersection and minimizes shadowing.

The proposed design activates the steep, bustling street through two dynamic anchors: a west-end plaza featuring an inviting courtyard gateway flanked by vibrant commercial spaces, and an east-end lobby entrance. This dual-anchor approach encourages pedestrian flow between the two nodes, ensuring continuous street animation, even outside commercial hours, by maintaining activity around the prominent lobby.





View of the lobby at Hornby and Pacific Streets

## Hornby Street

Along Hornby, the design responds to the quieter residential nature of the Beaches neighbourhood and of the Pacific Promenade building across Hornby. The podium is shorter and touches down as ground-oriented family units, each with its own private patio. A planter buffer of smaller trees creates separation from the sidewalk and definition of private space, before a line of street trees, mirroring the layering of trees on the other side of Hornby.



View the podium along Hornby Street







View of the entries and patios along Hornby Street





*Public realm character along Hornby Street*





view of the podium along Hornby Street





View of the proposal at Burrard Street and Lane

## The Lane

The lane serves as the vehicular access to both the proposed development and the existing Coral Court development. Coral Court orients to the site with green spaces on both east (townhome courtyard) and west sides (pool pavilion garden). The public realm along the lane responds to these spaces and their scale as well as to the scale and setbacks of the lane further east at Pacific Promenade. It also accommodates necessary integrated ground services including two Vista Switches. All this nearly doubles the width of the lane, providing a higher sense of privacy to neighbours located on the lower floors.





View north along Burrard Street





Lower plaza and courtyard entry ( parkade entry at bottom right)





Burrard Street

An entirely new connection is developed along the west side of the podium. Currently, there is no cohesive public realm connector between upper and lower Burrard Street, save for a purely functional stair that descends from the bridge deck and some hidden footpaths across the site. A cascading stair inspired by the Spanish Steps in Rome and the bleacher stair of the High Line in New York, will descend with landscape and the Bridge on one side and cafes and patios on the other, with several spots to rest and enjoy a coffee or a snack. Unlike a more local stair in the courtyard, this stair is meant to serve a pedestrian through fare with “sticky” edges of retail and seating. It is bookended by plazas at the top and bottom, and commercial program with potential patios.

View of west side of the podium and the Burrard Steps





View up the Burrard Steps



## 4.4. Public Realm

The Pacific and Hornby rezoning envisions a mixed-use development that transforms the site into a vibrant urban destination, prioritizing community connection, ecological sustainability, and a high-quality public realm. The central courtyard serves as the heart of the project, offering a dynamic, multi-functional space for all ages. Designed to maximize public use, the courtyard seamlessly connects Pacific Boulevard to the laneway at the south perimeter through an accessible pathway system. It incorporates areas for play, outdoor dining, and edible landscapes, creating an inviting environment for neighbors to gather and interact. The courtyard design also enhances the indoor-outdoor relationship, with retail cafés on the north and west edges and ground-level amenities spilling out into adjacent landscapes. Integrated water features, including perched rain gardens, weirs, and channels, celebrate rainwater collection and release, reinforcing the project's commitment to sustainable stormwater management.

The project's rooftop landscapes provide vital outdoor spaces for residents while playing a central role in meeting the City of Vancouver's food strategy requirements. These rooftops feature outdoor dining areas, gathering spaces, and BBQ zones, alongside orchards, edible landscapes, and urban agricultural plots. Vertical layering strategies maximize food production, ensuring the rooftops contribute to both ecological health and community resilience.

A key feature of the project is the Burrard Steps, a terraced pedestrian plaza along the western edge of the site that connects the Burrard Street corridor to the False Creek Seawall. These iconic terraces include seating areas, retail and café spill-out zones, and a vibrant public pathway, creating a dynamic, active link between urban and waterfront spaces.

The development also introduces two civic plazas. The northwest gateway plaza serves as the entrance to the public courtyard and the upper landing of the Burrard Steps, featuring outdoor seating, lush landscaping, and activation through surrounding restaurants, cafés, and lobbies. The southeast lower plaza marks the transition between the Burrard Steps and the courtyard terraces, designed to host a farmer's market in alignment with Vancouver's food strategy while connecting pedestrians to the False Creek Seawall and adjacent laneway.

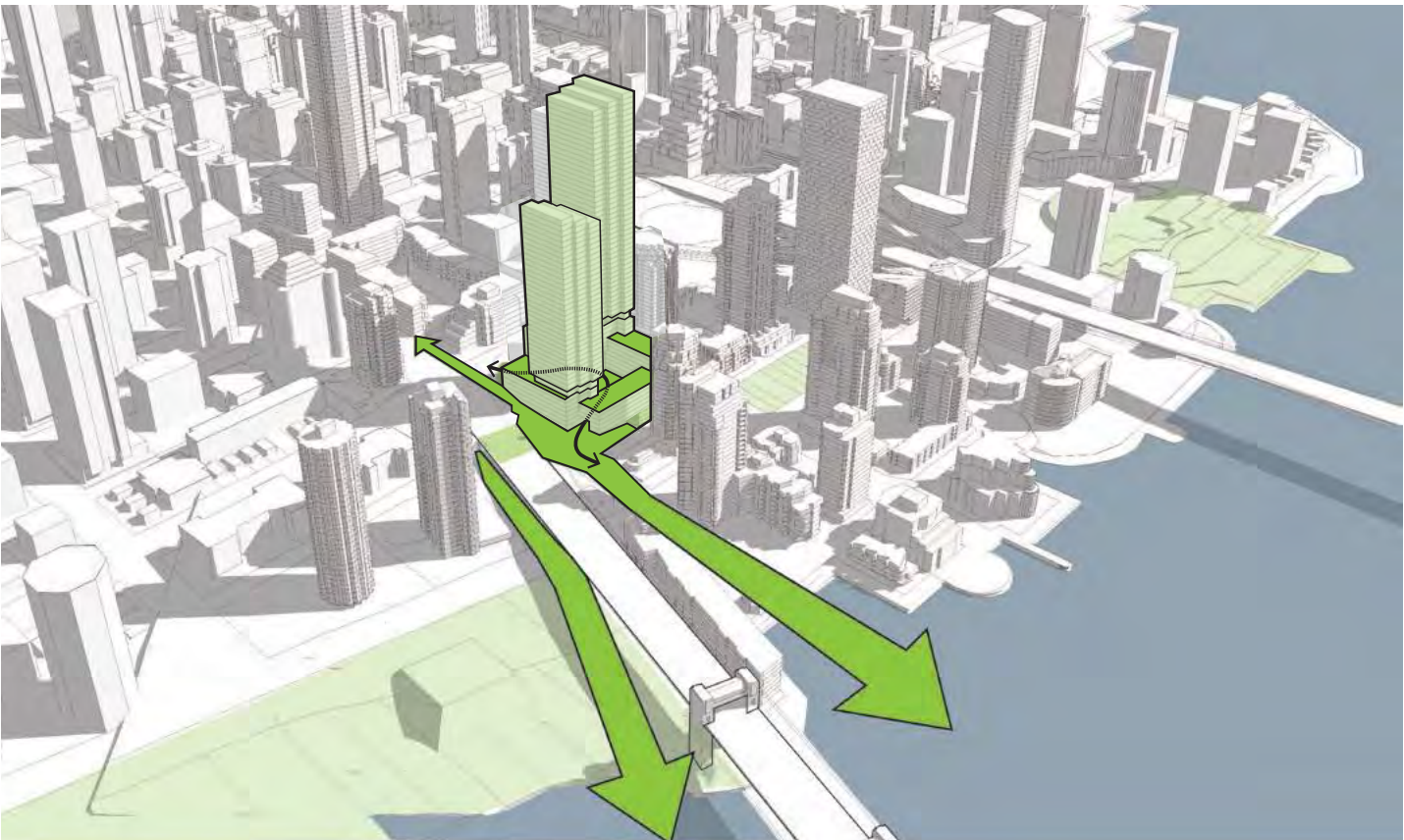
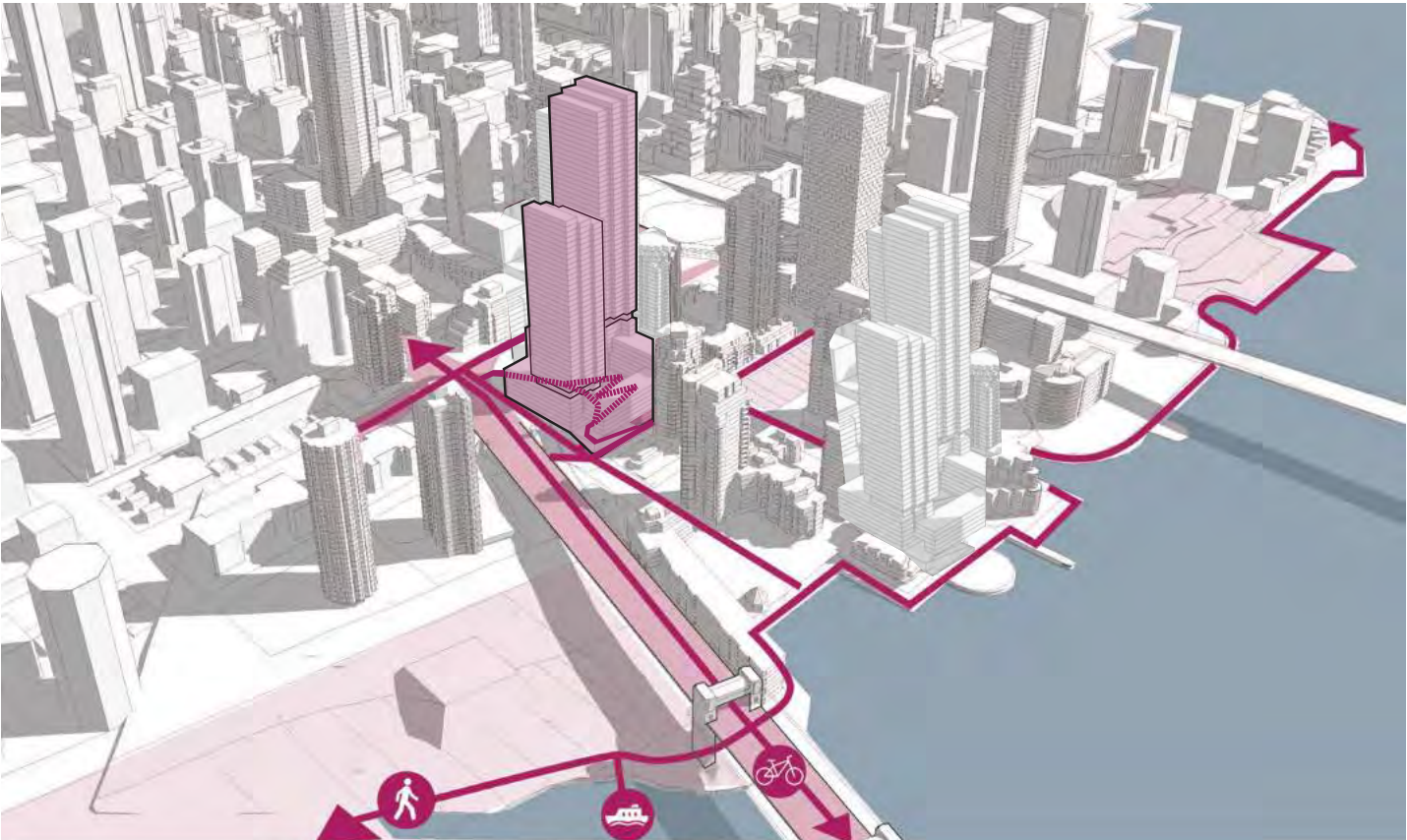
The Hornby Street frontage complements the residential character of the area, with a thoughtfully scaled streetscape that includes a double row of trees supported by generous soil volumes. Individual stoops, planter walls, and patios provide a welcoming interface between the development and the neighborhood.

In conclusion, the landscape strategy for the Pacific and Hornby Mixed-Use Development creates a vital addition to Vancouver's urban fabric. Through thoughtful design, it promotes community interaction, supports urban food production, and integrates resilient, climate-responsive solutions, establishing a benchmark for sustainable urban development.



**Connectivity to Waterfront and Active Transportation**

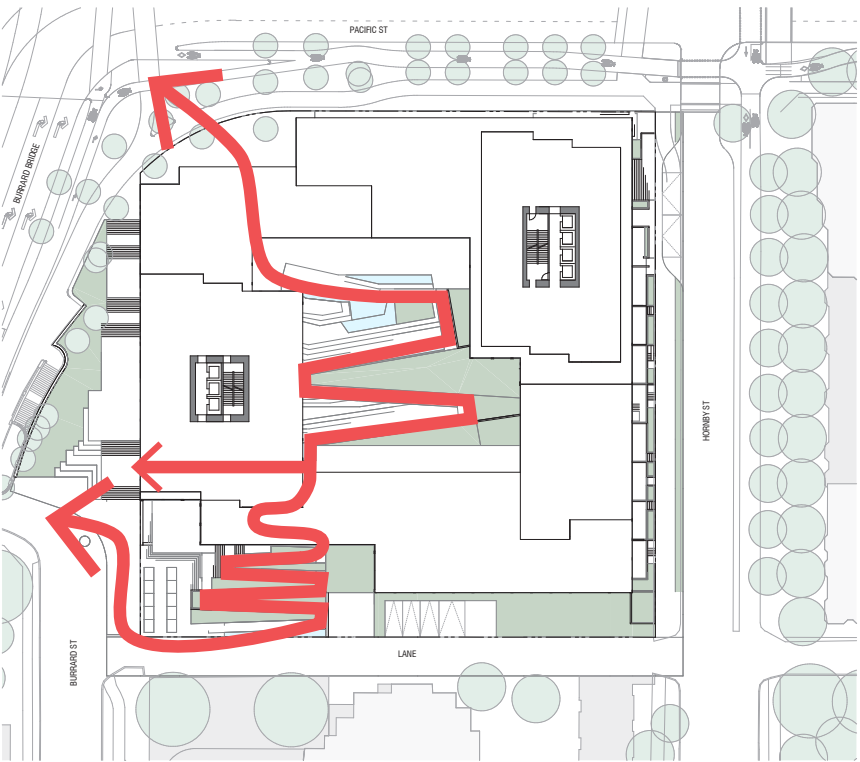
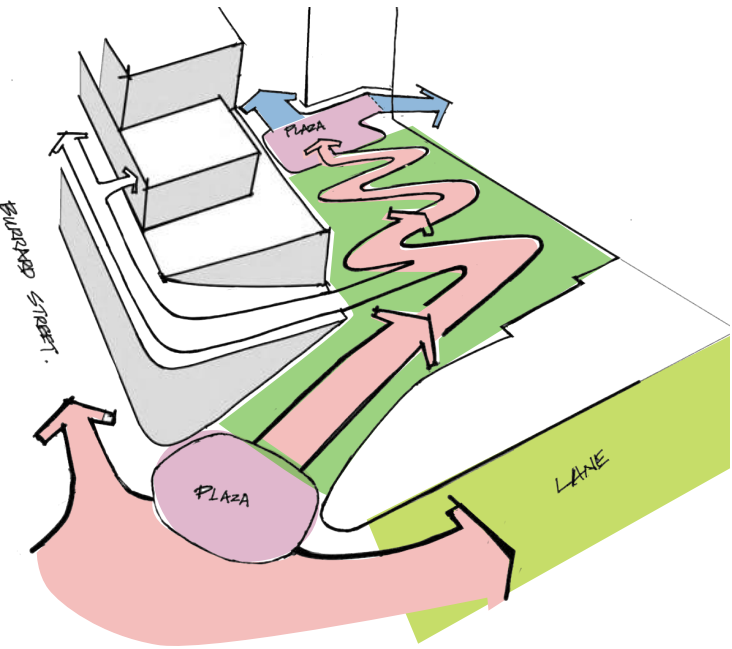
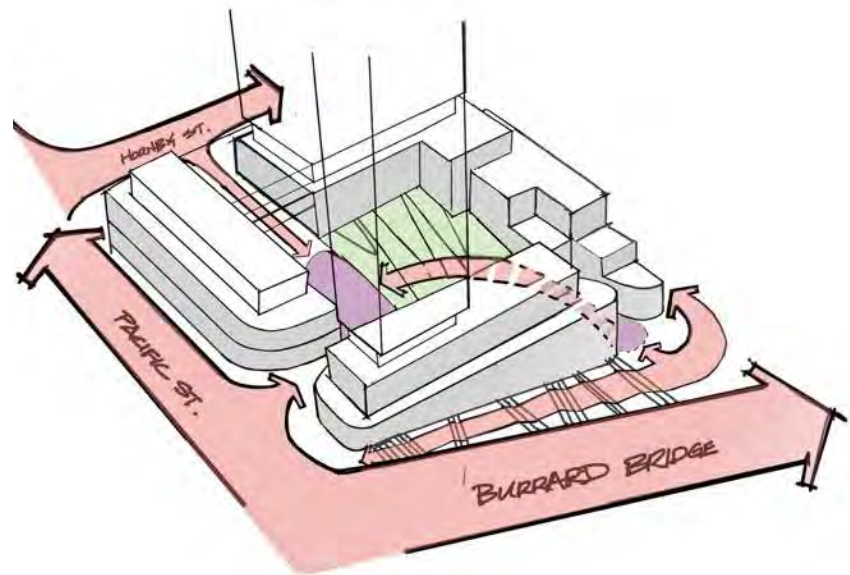
The site preserves sightlines and ties into pedestrian access to the seawall from the entry landing at the southwest corner. Pedestrian access to the Burrard Bridge is achieved through the Burrard Steps. The site provides an accessibly-graded pedestrian connection between Burrard Street to the south and Pacific Boulevard to the north. Bicycle routes surround the site along Pacific Boulevard, Hornby Street, and along the Burrard Bridge. Bicycle access to the seawall is conveniently located at the southern end of Hornby Street.



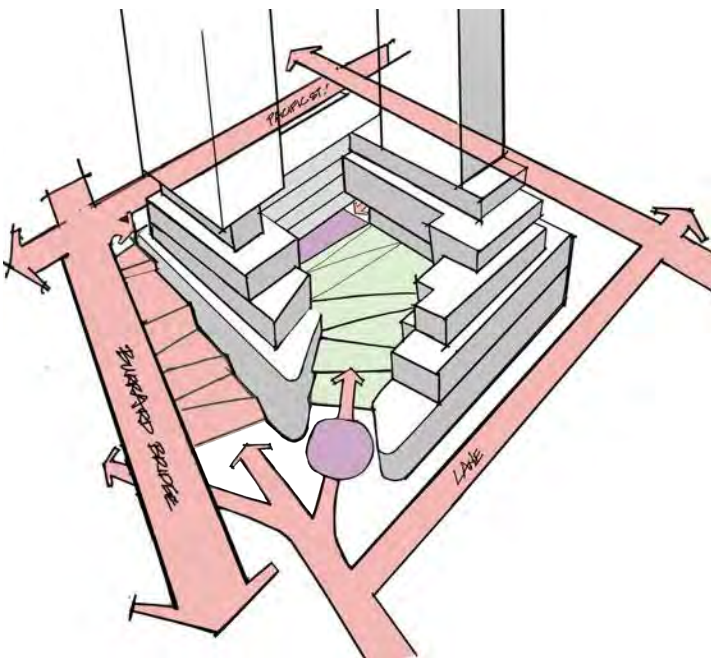


Site Permeability and Circulation

The design of the site is defined by circulation and accessibility. Accessible paths of travel through the site are embraced and expanded to encompass a series of programmed public spaces. The site’s circulation emphasizes strong connections with adjacent arterial streets and lanes. Major entries to the site are located at Pacific Boulevard, Hornby Street, and the southwest corner abutting Burrard Street. Commercial units are integrated into public circulation spaces with at-grade access and spillout spaces.



The Ribbon amenity path (<5% slope) through the site is fully accessible to those using mobility aids





Design Rationale

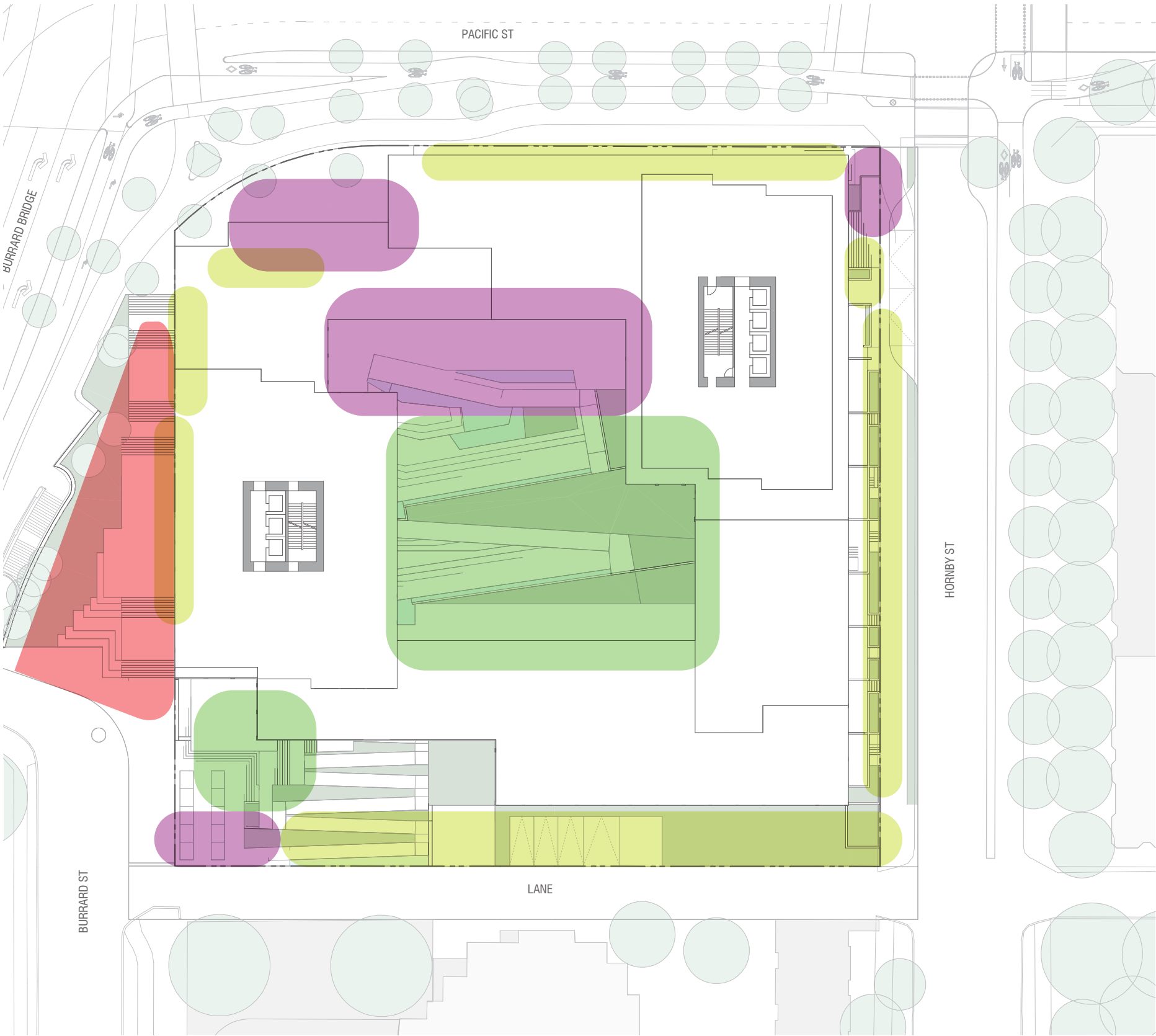
The ground level of Pacific and Hornby is characterized by a series of programmed public spaces framed by circulation routes that navigate a dramatic grade change across the site. The design leverages this site constraint to create a distinctive and engaging publicly accessible private space that is fully accessible.

The main point of entry to the site is a generous plaza space on Pacific Boulevard with placemaking feature paving framed by the Burrard Street bridge, and an active commercial frontage. From here, visitors are drawn into the inner courtyard. This publicly accessible private space is defined by the courtyard ribbon, an accessible switchback pathway that frames a series of programmed spaces. At the top of the courtyard, a bustling café patio overlooks an interactive water feature and multisensorial play area adjacent to a series of seating platforms. To the west, a wide staircase expands into a series of seat steps below an expansive public art mural. Continuing along the ribbon, the visitor arrives at a flexible plaza space with movable furnishings accommodating a variety of activities, from family picnics to live music. Continuing south towards a row of private townhomes, the energy of the space shifts from active and animated to quiet and intimate. Lush plantings of native species mimic forest succession and provide habitat for pollinators and songbirds. Passive lawn provides a green refuge for lounging, reading, and quiet conversations.

The courtyard ribbon emerges at the southwestern corner of the site, where a public plaza accommodates a farmers’ market and retail spillout, framed by green walls and bike parking. To the north, the Burrard Steps provide a strong, open connection to Pacific Boulevard as a series of terraces serving the commercial frontage.

Types of Public Realm

- THE GREEN TERRACES
- PUBLIC SPACE “LANDINGS”
- ACTIVE STREETFRONTS
- THE BURRARD STEPS





Ground Level Plan

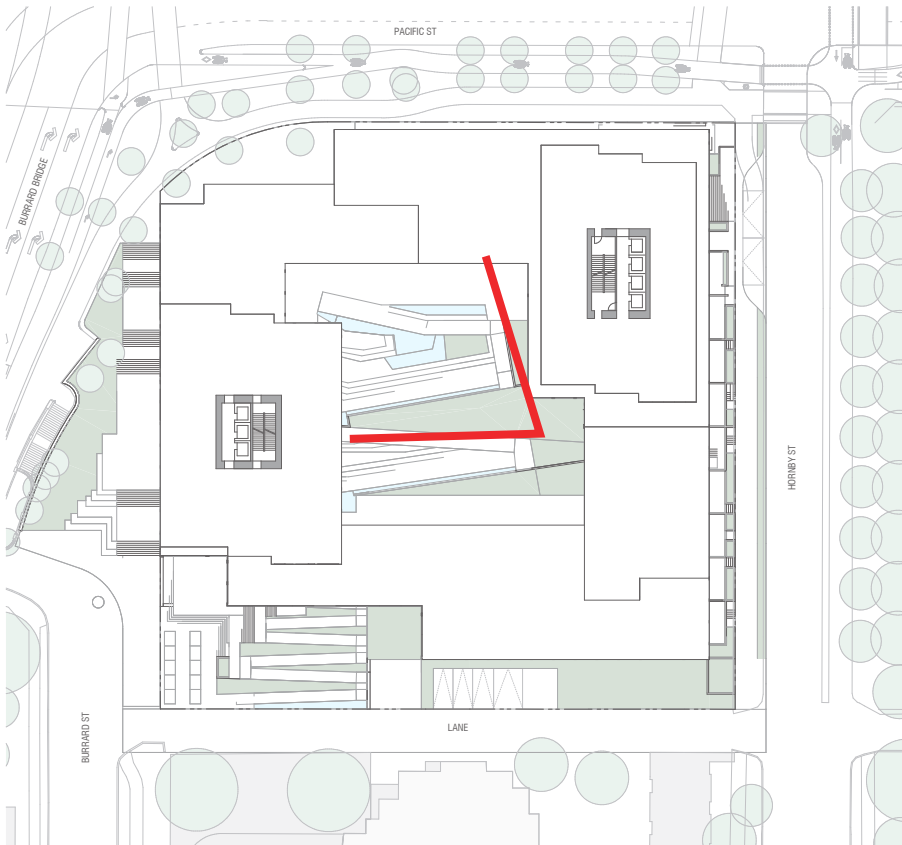
LEGEND

- 1 Entry Plaza
- 2 Cafe Terrace
- 3 Courtyard Ribbon Feature
- 4 Interactive Water Feature and Play
- 5 Seat Steps
- 6 Flexible Programming Plaza
- 7 Passive Lawn
- 8 Terraced Native Planting
- 9 Water Feature
- 10 Floating Wetland
- 11 Entry Steps
- 12 Market Plaza
- 13 Burrard Steps
- 14 Bike Parking
- 15 Accessible Ramp
- 16 Streetscape per City Guidelines
- 17 Residential Townhome Entries





Terraced Courtyard Perspective Render

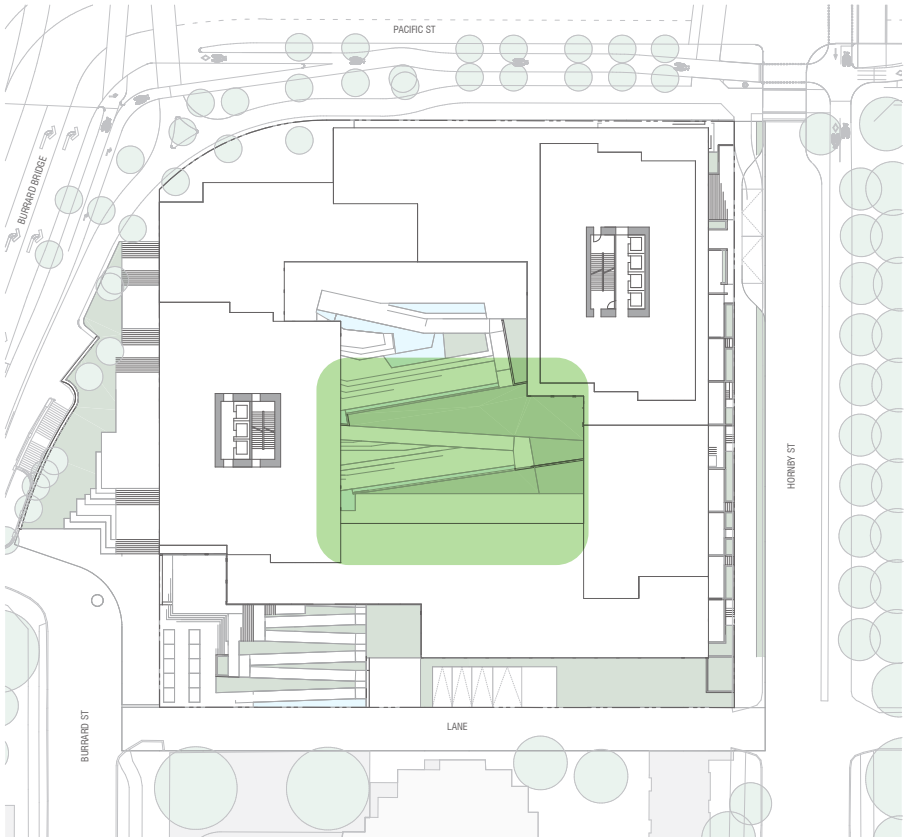


View of the courtyard with terraced steps and ramps



Green Terraces

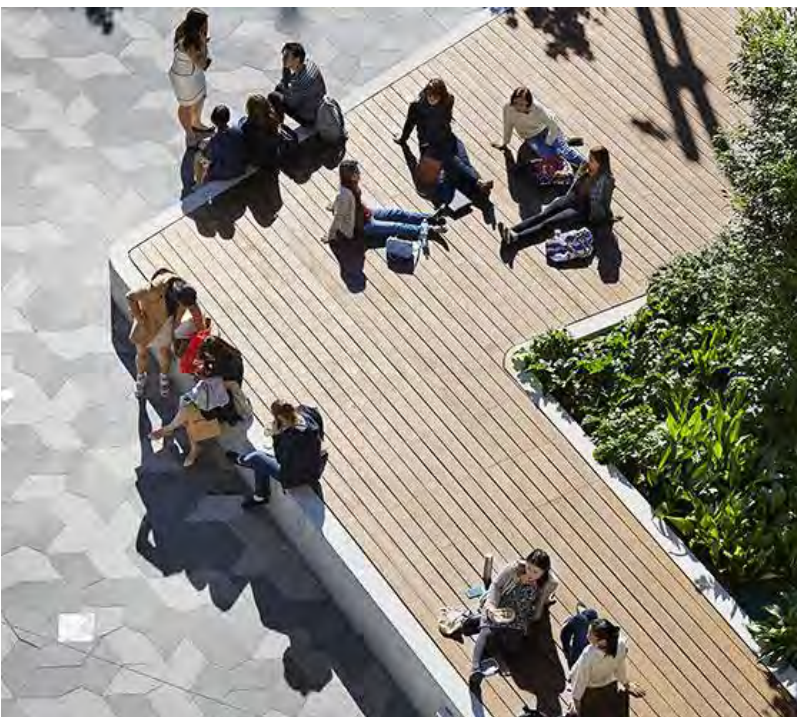
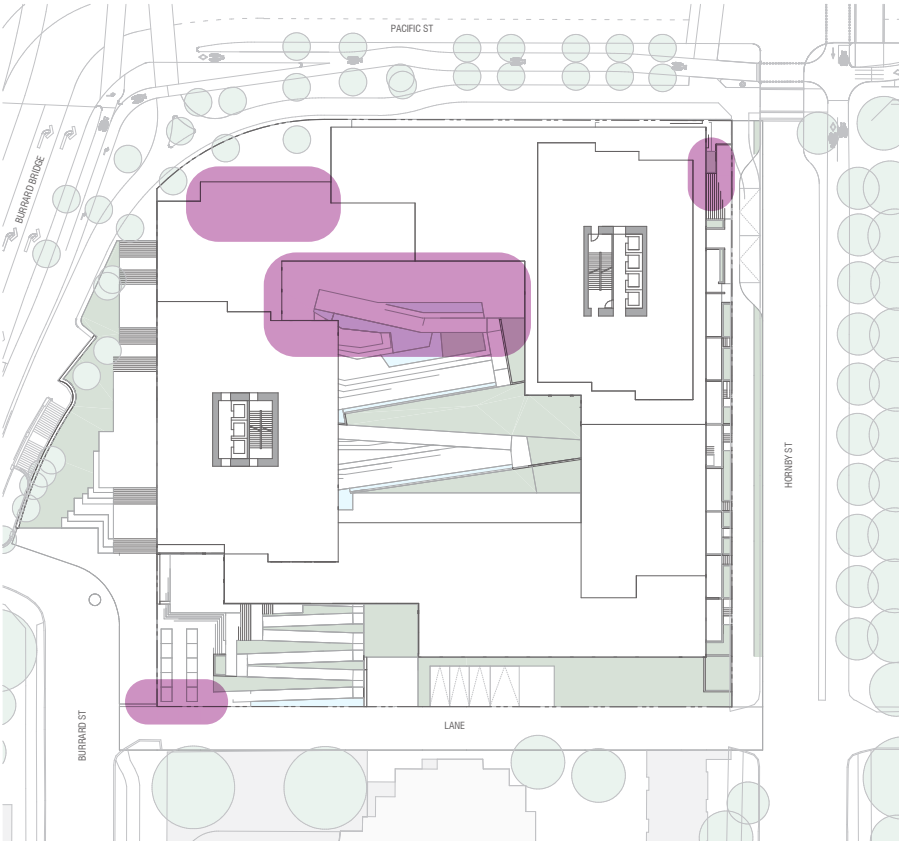
The Green Terraces are a quiet refuge, providing intimate green spaces for passive activity and socializing. These areas feature lush plantings that define passive lawn areas. This space provides a buffer between the animated, energetic community spaces towards the north end of the Ribbon, and the private homes at the southern edge of the courtyard.





Landings

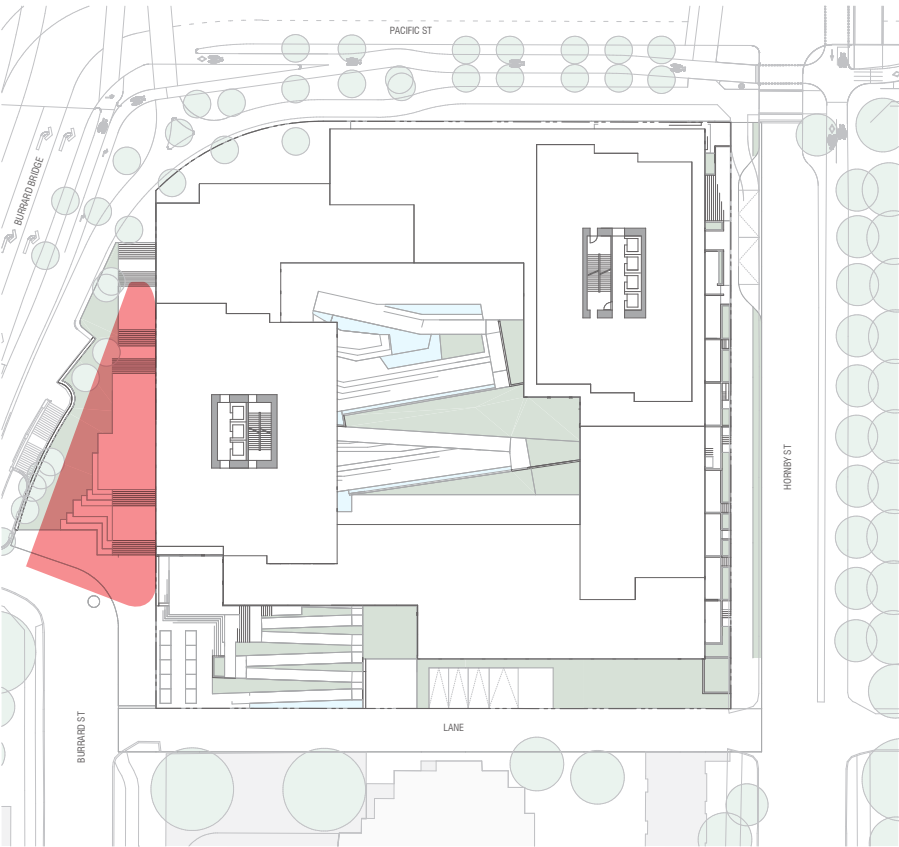
The Landings are public arrival spaces within the site that welcome passersby and function as entry points. These spaces are characterized by a spacious, plaza-like feel, feature paving, generous seating, and a porous transition to nearby commercial spaces.





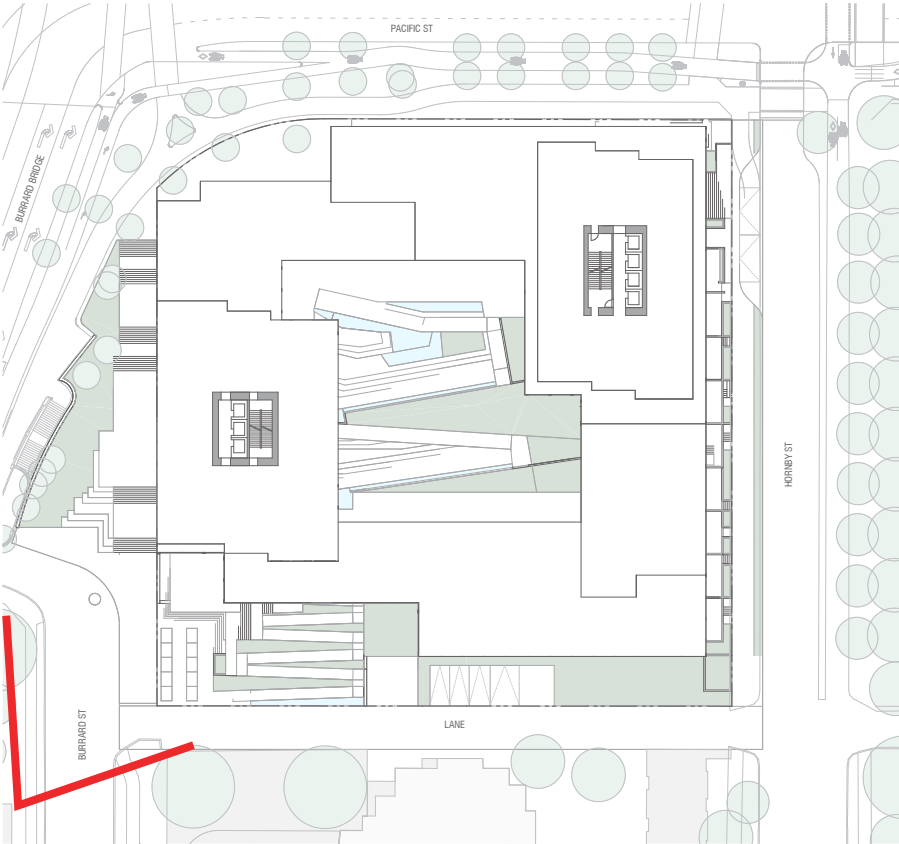
**Burrard Steps**

The Burrard Steps provide a strong, inviting connection between Pacific Boulevard to the northwest, and Burrard Street at the southwest corner of the site. This spacious staircase itself is a destination and programmed public space, providing a generous terraced plaza and spillout space. An accessible entry to this terrace is provided from the Courtyard Ribbon. Planting, green walls, and public art are employed for placemaking value and to soften the edge of the site as it abuts the Burrard Bridge.





Burrard Steps Perspective Render



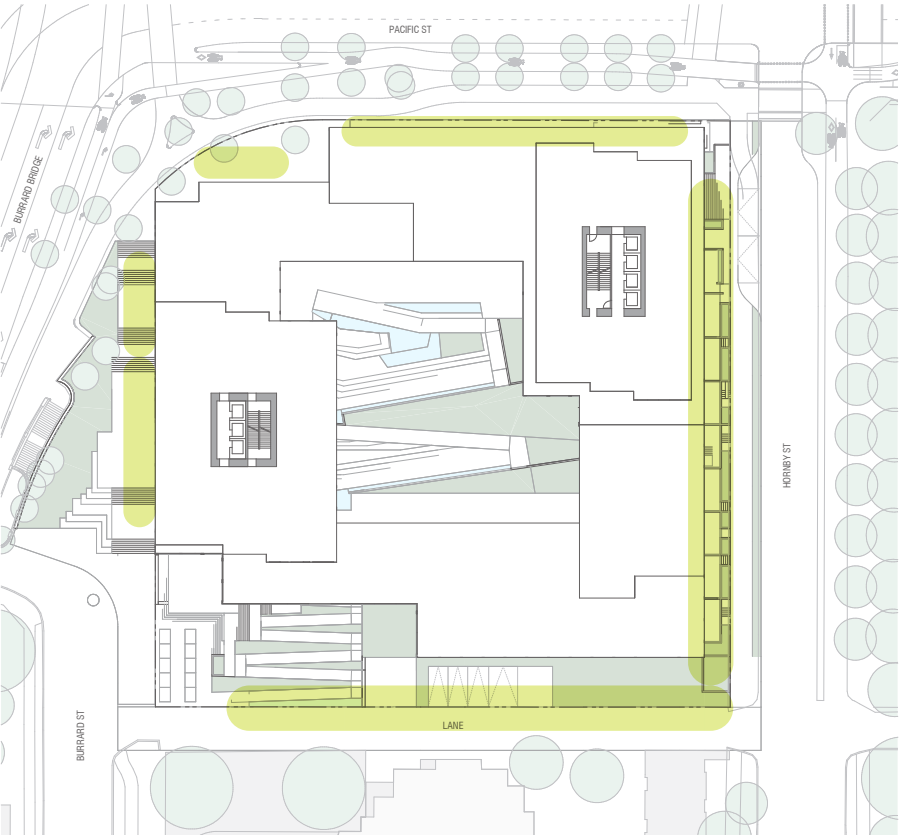
View of the Burrard Steps looking north with lobby on the right



Active Streetfronts

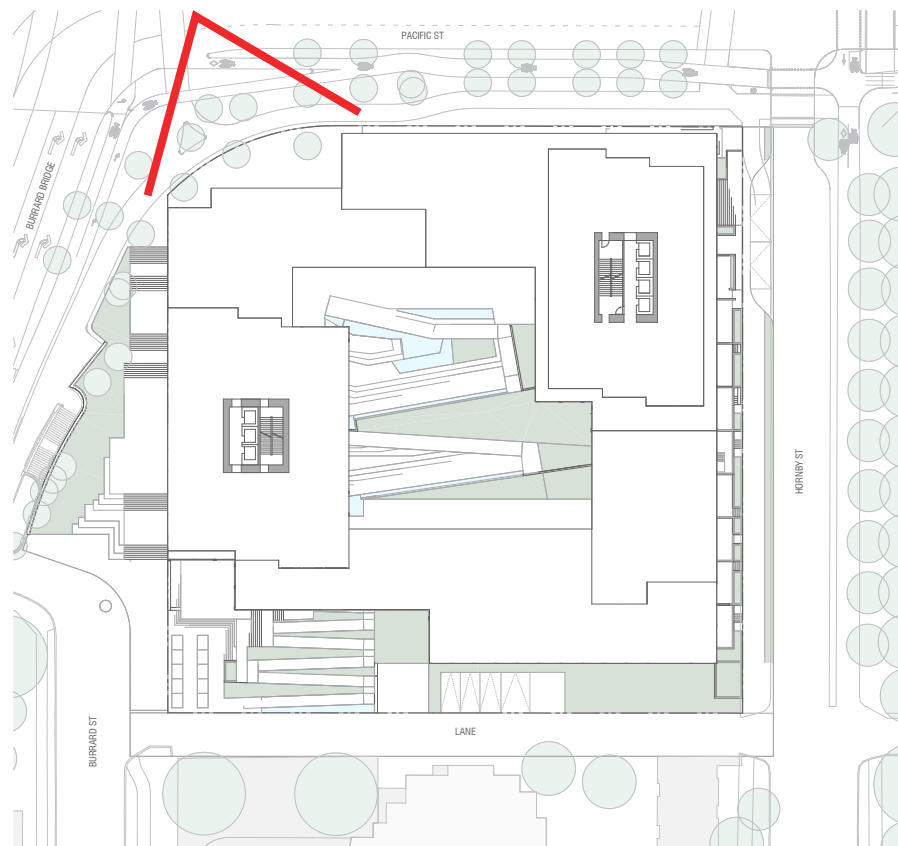
Streetscapes along Hornby will be per City streetscape standards for Granville Slopes Residential, featuring an allee of street trees, sod boulevard, and a generous sidewalk. Townhome frontages will consist of patios with planted buffers.

The Pacific Boulevard Streetscape is shown per City streetscape standards for Granville Slopes Commercial, and features an animated commercial frontage, a sod boulevard buffering the cycle lane, and custom seating.





## Active Streetfronts Perspective Render

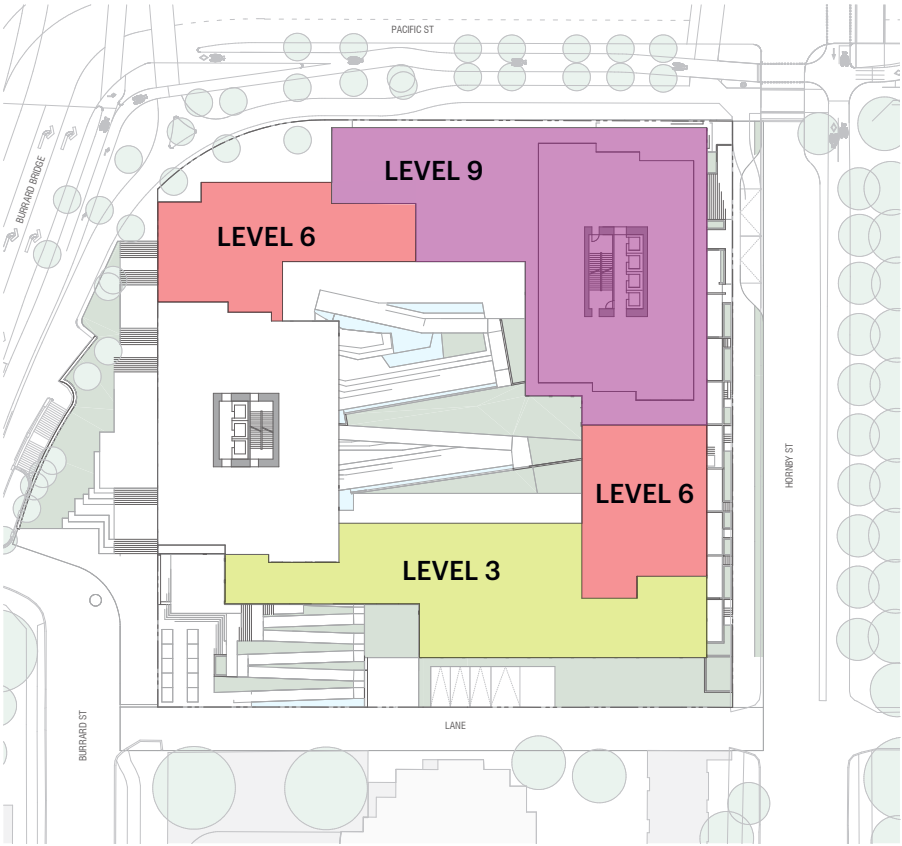




Amenity Levels

LEGEND

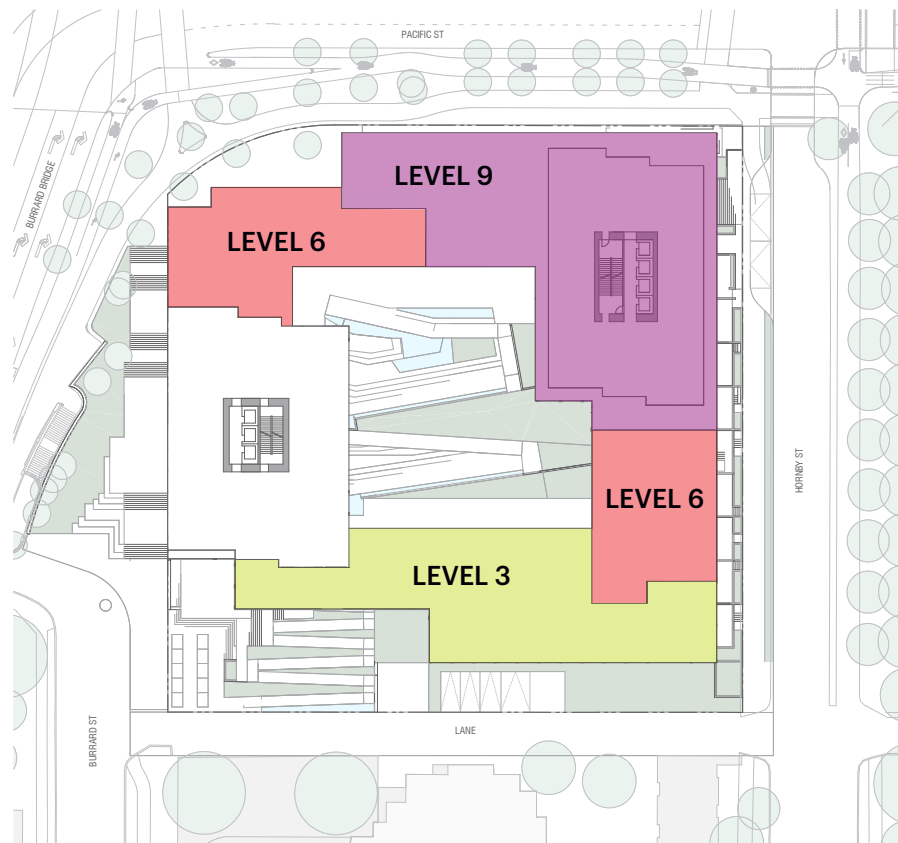
- 1 Urban Agriculture Planters
- 2 Urban Agriculture Greenhouse with Seating
- 3 Edible Planting / Flexible Urban Ag Planter
- 4 Outdoor Dining Nooks with Barbecue and Trellis
- 5 Lounge Seating Area
- 6 Seating Nook with Games Table
- 7 Covered Lounger Area
- 8 Tots Play Area
- 9 Outdoor Dining Space with Trellis, Barbecue, Harvest Table and Bar Seating
- 10 Raised Agriculture Planting Areas





## Amenity Levels

The upper level amenities serve building residents and provide valuable community spaces and food assets, per the Rezoning Policy for Sustainable Large Developments. All four amenity decks feature edible plantings that define community lounge and dining areas, play spaces, and abundant urban agriculture plots.







## 4.5. Project Statistics

Areas

|            |             |           |
|------------|-------------|-----------|
| Site Area  | 7231 sm     | 77834 sf  |
| Floor Area | 87573.44 sm | 942633 sf |

FSR

12.11

Uses

|             |             |           |
|-------------|-------------|-----------|
| Residential | 62902.65 sm | 677079 sf |
| Commercial  | 1056.21 sm  | 11369 sf  |

Height

|                 |          |           |
|-----------------|----------|-----------|
| Storeys         | 54       |           |
| Building Height | 162.64 m | 533.58 ft |

Floor Plates

|            |           |         |
|------------|-----------|---------|
| West Tower | 824.33 sm | 8873 sf |
| East Tower | 902.37 sm | 9713 sf |

Unit Mix

|               |     |      |
|---------------|-----|------|
| 0 BD (Studio) | 111 | 10%  |
| 1 BD          | 599 | 53%  |
| 2 BD          | 318 | 28%  |
| 3 BD          | 108 | 10%  |
| Total: 1136   |     | 100% |

Parking Stalls

|            |     |
|------------|-----|
| Accessible | 43  |
| Visitor    | 57  |
| Passenger  | 9   |
| Other      | 222 |
| Total: 331 |     |

Loading Stalls

|         |   |
|---------|---|
| Class A | 7 |
| Class B | 9 |

Bicycle Stalls

|         |      |
|---------|------|
| Class A | 2003 |
| Class B | 64   |



Units, Floor Plates, Areas, and FSR

Unit Breakdown & Average Size

| Tenure       | Name          | Unit Subtotal | % Allocation | Average Unit Size (sm) | Average Unit Size (sf) |
|--------------|---------------|---------------|--------------|------------------------|------------------------|
| Rental       | 0 BD (Studio) | 111           | 10%          | 37.27                  | 401.17                 |
| Rental       | 1 BD          | 599           | 53%          | 45.18                  | 486.31                 |
| Rental       | 2 BD          | 318           | 28%          | 70.28                  | 756.49                 |
| Rental       | 3 BD          | 108           | 10%          | 82.79                  | 891.14                 |
| Grand total: |               | 1,136         | 100%         |                        |                        |

| Floor Plate | Area (sm) | Area (sf) |
|-------------|-----------|-----------|
| West Tower  | 824.33    | 8,873     |
| East Tower  | 902.37    | 9,713     |

Proposed Uses / Gross Floor Area

| Area Use                        | Floor Area (sm) | Floor Area (sf) |
|---------------------------------|-----------------|-----------------|
| AMENITY - INDOOR                | 735.87          | 7,921           |
| COMMERCIAL                      | 1,056.21        | 11,369          |
| GROSS-UP AREA                   | 22,814.33       | 245,571         |
| GROSS-UP AREA (SERVING PARKING) | 1,865.97        | 20,074          |
| PARKING                         | 11,705.78       | 126,000         |
| PARKING - BIKE                  | 3,837.13        | 42,316          |
| RESIDENTIAL                     | 62,902.65       | 677,079         |
| SERVICE                         | 800.25          | 8,614           |
| SERVICE (BELOW GRADE)           | 1,634.18        | 17,590          |
| STORAGE                         | 3,688.59        | 39,703.63       |
| Grand total / Gross Floor Area  | 111,040.96      | 1,195,235       |

Proposed Uses / Net Floor Area

| Area Use                     | Floor Area (sm) | Floor Area (sf) |
|------------------------------|-----------------|-----------------|
| COMMERCIAL                   | 1,056.21        | 11,369          |
| GROSS-UP AREA                | 22,814.33       | 245,571         |
| RESIDENTIAL                  | 62,902.65       | 677,079         |
| SERVICE                      | 800.25          | 8,614           |
| Grand total / Net Floor Area | 87,573.44       | 942,633         |

Areas excluded from FSR calculations

| Area Use                        | Floor Area (sm) | Floor Area (sf) |
|---------------------------------|-----------------|-----------------|
| AMENITY - INDOOR                | 735.87          | 7,921           |
| GROSS-UP AREA (SERVING PARKING) | 1,865.97        | 20,074          |
| PARKING                         | 11,705.78       | 126,000         |
| PARKING - BIKE                  | 3,837.13        | 42,316          |
| SERVICE (BELOW GRADE)           | 1,634.18        | 17,590          |
| STORAGE                         | 3,688.59        | 39,704          |
| Grand total                     | 23,467.52       | 253,605         |

Indoor amenity is 1.2% of residential floor area

FSR ( Floor Area / Site Area)

| Floor Area (sm) | Site Area (sm) | FSR |
|-----------------|----------------|-----|
|-----------------|----------------|-----|

Site Area

| Original Area (sm)* | Original Area (sf)* | New Area (m) | New Area (sf) |
|---------------------|---------------------|--------------|---------------|
| 7,231.00            | 77,833.84           | 6,345.90     | 68,306.65     |

\* original site area is used for FSR calculations

FSR ( Floor Area / Site Area)

| Floor Area (sm) | Site Area (sm) | FSR   |
|-----------------|----------------|-------|
| 87,573.45       | 7,231.00       | 12.11 |

Other Areas

| Area Use              | Floor Area (sm) | Floor Area (sf) |
|-----------------------|-----------------|-----------------|
| AMENITY - OUTDOOR     | 2,621.52        | 28,217.79       |
| PRIVATE OUTDOOR SPACE | 2,668.58        | 28,724.39       |

Private outdoor space is 4.24% of residential floor area



Area Breakdown  
(square metres)

| LEVEL        | RESIDENTIAL | COMMERCIAL | GROSS-UP AREA | SERVICE | NET AREA: AREA INCLUDED IN FSR (A) | STORAGE  | AMENITY - INDOOR | PARKING  | GROSS-UP AREA (SERVING PARKING) | PARKING - BIKE | SERVICE (BELOW GRADE) | AREA EXCLUDED IN FSR (B) | GROSS AREA (A+B) | PRIVATE OUTDOOR SPACE | AMENITY - OUTDOOR |
|--------------|-------------|------------|---------------|---------|------------------------------------|----------|------------------|----------|---------------------------------|----------------|-----------------------|--------------------------|------------------|-----------------------|-------------------|
| Level -4     | -           | -          | -             | -       | -                                  | 1,191.96 | -                | 3,286.63 | 550.62                          | -              | 44.11                 | 5,073.32                 | 5,073.32         | -                     | -                 |
| Level -3     | -           | -          | -             | -       | -                                  | 1,149.15 | -                | 4,222.72 | 629.57                          | -              | 44.11                 | 6,045.55                 | 6,045.55         | -                     | -                 |
| Level -2     | -           | -          | -             | -       | -                                  | -        | -                | 3,023.89 | 579.29                          | 232.92         | 1,545.97              | 5,382.07                 | 5,382.07         | -                     | -                 |
| Level -2M    | 156.32      | 98.32      | 334.48        | 4.05    | 593.17                             | 12.25    | -                | 1,172.54 | 106.49                          | -              | -                     | 1,291.28                 | 1,884.45         | 79.37                 | -                 |
| Level -1     | 601.19      | 238.97     | 567.15        | 17.57   | 1,424.88                           | 27.54    | 232.13           | -        | -                               | 2,401.01       | -                     | 2,660.68                 | 4,085.56         | 93.88                 | 178.34            |
| Level 0      | 1,097.25    | -          | 815.40        | 21.71   | 1,934.36                           | 37.80    | -                | -        | -                               | 1,203.21       | -                     | 1,241.01                 | 3,175.37         | 52.90                 | -                 |
| Level 1      | 1,493.47    | 718.92     | 671.75        | 21.71   | 2,905.85                           | 36.64    | -                | -        | -                               | -              | -                     | 36.64                    | 2,942.49         | 71.73                 | 1,152.89          |
| Level 2      | 1,861.67    | -          | 687.50        | 22.23   | 2,571.40                           | 42.13    | -                | -        | -                               | -              | -                     | 42.13                    | 2,613.53         | 86.60                 | -                 |
| Level 3      | 2,078.29    | -          | 709.79        | 22.23   | 2,810.31                           | 49.08    | -                | -        | -                               | -              | -                     | 49.08                    | 2,859.39         | 107.87                | 731.79            |
| Level 4      | 2,083.05    | -          | 705.18        | 22.24   | 2,810.46                           | 49.02    | -                | -        | -                               | -              | -                     | 49.02                    | 2,859.48         | 108.04                | -                 |
| Level 5      | 2,083.05    | -          | 705.18        | 22.24   | 2,810.46                           | 49.02    | -                | -        | -                               | -              | -                     | 49.02                    | 2,859.48         | 108.04                | -                 |
| Level 6      | 1,175.86    | -          | 493.99        | 16.78   | 1,686.63                           | 23.95    | 237.23           | -        | -                               | -              | -                     | 261.18                   | 1,947.81         | 67.42                 | -                 |
| Level 7      | 1,191.67    | -          | 477.78        | 16.78   | 1,686.23                           | 23.95    | -                | -        | -                               | -              | -                     | 23.95                    | 1,710.18         | 67.42                 | -                 |
| Level 8      | 1,564.94    | -          | 503.44        | 16.78   | 2,085.16                           | 32.45    | -                | -        | -                               | -              | -                     | 32.45                    | 2,117.61         | 79.65                 | -                 |
| Level 9      | 821.18      | -          | 379.72        | 15.12   | 1,216.02                           | 16.01    | 266.51           | -        | -                               | -              | -                     | 282.52                   | 1,498.54         | 33.24                 | 558.50            |
| Level 10     | 821.18      | -          | 377.92        | 15.12   | 1,214.22                           | 16.01    | -                | -        | -                               | -              | -                     | 16.01                    | 1,230.23         | 33.24                 | -                 |
| Levels 11-40 | 36,842.94   | -          | 12,372.89     | 453.71  | 49,669.54                          | 770.50   | -                | -        | -                               | -              | -                     | 770.50                   | 50,440.04        | 1,361.52              | -                 |
| Levels 41-54 | 9,032.10    | -          | 3,010.67      | 111.99  | 12,154.76                          | 161.12   | -                | -        | -                               | -              | -                     | 161.12                   | 12,315.88        | 317.69                | -                 |
| Level 55     | -           | -          | -             | -       | -                                  | -        | -                | -        | -                               | -              | -                     | -                        | -                | -                     | -                 |
| Level 56     | -           | -          | -             | -       | -                                  | -        | -                | -        | -                               | -              | -                     | -                        | -                | -                     | -                 |
|              | 62904.15    | 1056.21    | 22812.84      | 800.25  | 87573.45                           | 3688.57  | 735.87           | 11705.78 | 1865.97                         | 3837.14        | 1634.19               | 23467.52                 | 111040.97        | 2668.6                | 2621.52           |

tone

tone indicates areas at or below base surface

Note:

Gross-up Areas include areas occupied by circulation ( corridors, stairs, elevators, and elevator vestibules), structure, interior partition walls ( excluding those inside units), and exterior envelope.

Service Areas include areas dedicated to building systems ( mechanical, electrical, communications, elevator machine room, and similar) as well as shafts associated with these units.

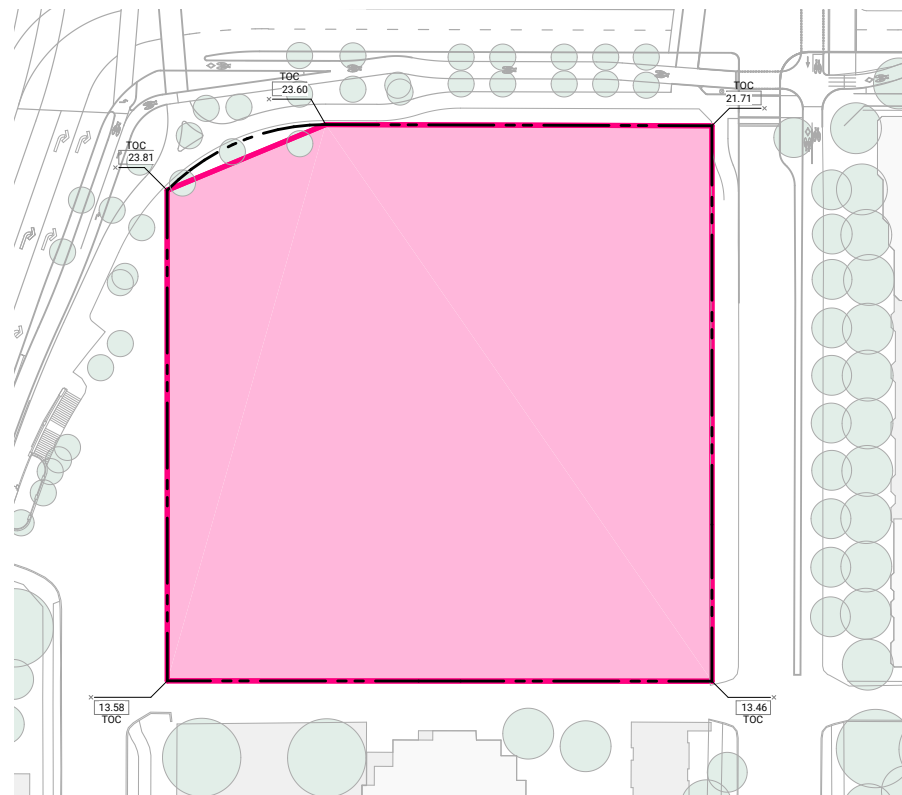


Area Breakdown  
(square feet)

| LEVEL        | RESIDENTIAL | COMMERCIAL | GROSS-UP AREA | SERVICE | NET AREA: AREA INCLUDED IN FSR (A) | STORAGE | AMENITY - INDOOR | PARKING | GROSS-UP AREA (SERVING PARKING) | PARKING - BIKE | SERVICE (BELOW GRADE) | AREA EXCLUDED IN FSR (B) | GROSS AREA (A+B) | PRIVATE OUTDOOR SPACE | AMENITY - OUTDOOR |
|--------------|-------------|------------|---------------|---------|------------------------------------|---------|------------------|---------|---------------------------------|----------------|-----------------------|--------------------------|------------------|-----------------------|-------------------|
| Level -4     | -           | -          | -             | -       | -                                  | 12,830  | -                | 35,377  | 5,927                           | -              | 475                   | 54,609                   | 54,609           | -                     | -                 |
| Level -3     | -           | -          | -             | -       | -                                  | 12,369  | -                | 45,453  | 6,777                           | -              | 475                   | 65,074                   | 65,074           | -                     | -                 |
| Level -2     | -           | -          | -             | -       | -                                  | -       | -                | 32,549  | 6,235                           | 2,507          | 16,641                | 57,932                   | 57,932           | -                     | -                 |
| Level -2M    | 1,683       | 1,058      | 3,600         | 44      | 6,385                              | 132     | -                | 12,621  | 1,146                           | -              | -                     | 13,899                   | 20,284           | 854                   | -                 |
| Level -1     | 6,471       | 2,572      | 6,105         | 189     | 15,337                             | 296     | 2,499            | -       | -                               | 25,844         | -                     | 28,639                   | 43,977           | 1,011                 | 1,920             |
| Level 0      | 11,811      | -          | 8,777         | 234     | 20,821                             | 407     | -                | -       | -                               | 12,951         | -                     | 13,358                   | 34,179           | 569                   | -                 |
| Level 1      | 16,076      | 7,738      | 7,231         | 234     | 31,278                             | 394     | -                | -       | -                               | -              | -                     | 394                      | 31,673           | 772                   | 12,410            |
| Level 2      | 20,039      | -          | 7,400         | 239     | 27,678                             | 453     | -                | -       | -                               | -              | -                     | 453                      | 28,132           | 932                   | -                 |
| Level 3      | 22,371      | -          | 7,640         | 239     | 30,250                             | 528     | -                | -       | -                               | -              | -                     | 528                      | 30,778           | 1,161                 | 7,877             |
| Level 4      | 22,422      | -          | 7,590         | 239     | 30,252                             | 528     | -                | -       | -                               | -              | -                     | 528                      | 30,779           | 1,163                 | -                 |
| Level 5      | 22,422      | -          | 7,590         | 239     | 30,252                             | 528     | -                | -       | -                               | -              | -                     | 528                      | 30,779           | 1,163                 | -                 |
| Level 6      | 12,657      | -          | 5,317         | 181     | 18,155                             | 258     | 2,554            | -       | -                               | -              | -                     | 2,811                    | 20,966           | 726                   | -                 |
| Level 7      | 12,827      | -          | 5,143         | 181     | 18,150                             | 258     | -                | -       | -                               | -              | -                     | 258                      | 18,408           | 726                   | -                 |
| Level 8      | 16,845      | -          | 5,419         | 181     | 22,444                             | 349     | -                | -       | -                               | -              | -                     | 349                      | 22,794           | 857                   | -                 |
| Level 9      | 8,839       | -          | 4,087         | 163     | 13,089                             | 172     | 2,869            | -       | -                               | -              | -                     | 3,041                    | 16,130           | 358                   | 6,012             |
| Level 10     | 8,839       | -          | 4,068         | 163     | 13,070                             | 172     | -                | -       | -                               | -              | -                     | 172                      | 13,242           | 358                   | -                 |
| Levels 11-40 | 396,574     | -          | 133,181       | 4,884   | 534,638                            | 8,294   | -                | -       | -                               | -              | -                     | 8,294                    | 542,932          | 14,655                | -                 |
| Levels 41-54 | 97,221      | -          | 32,407        | 1,205   | 130,833                            | 1,734   | -                | -       | -                               | -              | -                     | 1,734                    | 132,567          | 3,420                 | -                 |
| Level 55     | -           | -          | -             | -       | -                                  | -       | -                | -       | -                               | -              | -                     | -                        | -                | -                     | -                 |
| Level 56     | -           | -          | -             | -       | -                                  | -       | -                | -       | -                               | -              | -                     | -                        | -                | -                     | -                 |
|              | 677,095     | 11,369     | 245,555       | 8,614   | 942,633                            | 39,703  | 7,921            | 126,000 | 20,085                          | 41,303         | 17,590                | 252,602                  | 1,195,235        | 28,725                | 28,218            |

tone      tone indicates areas at or below base surface

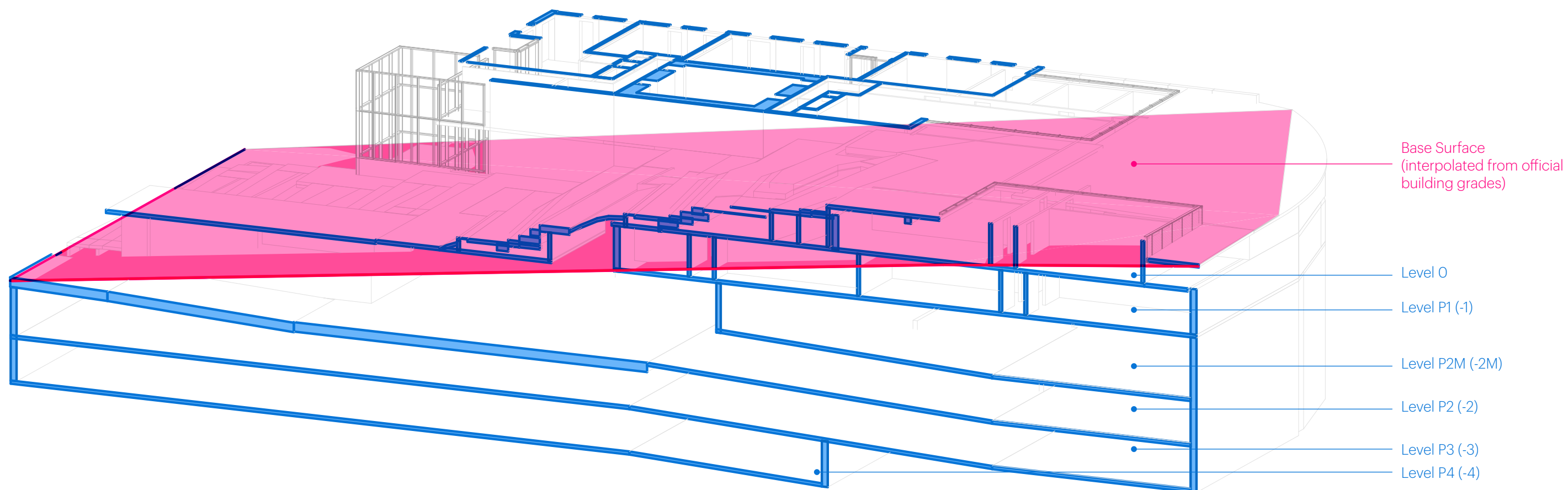




## Base Surface

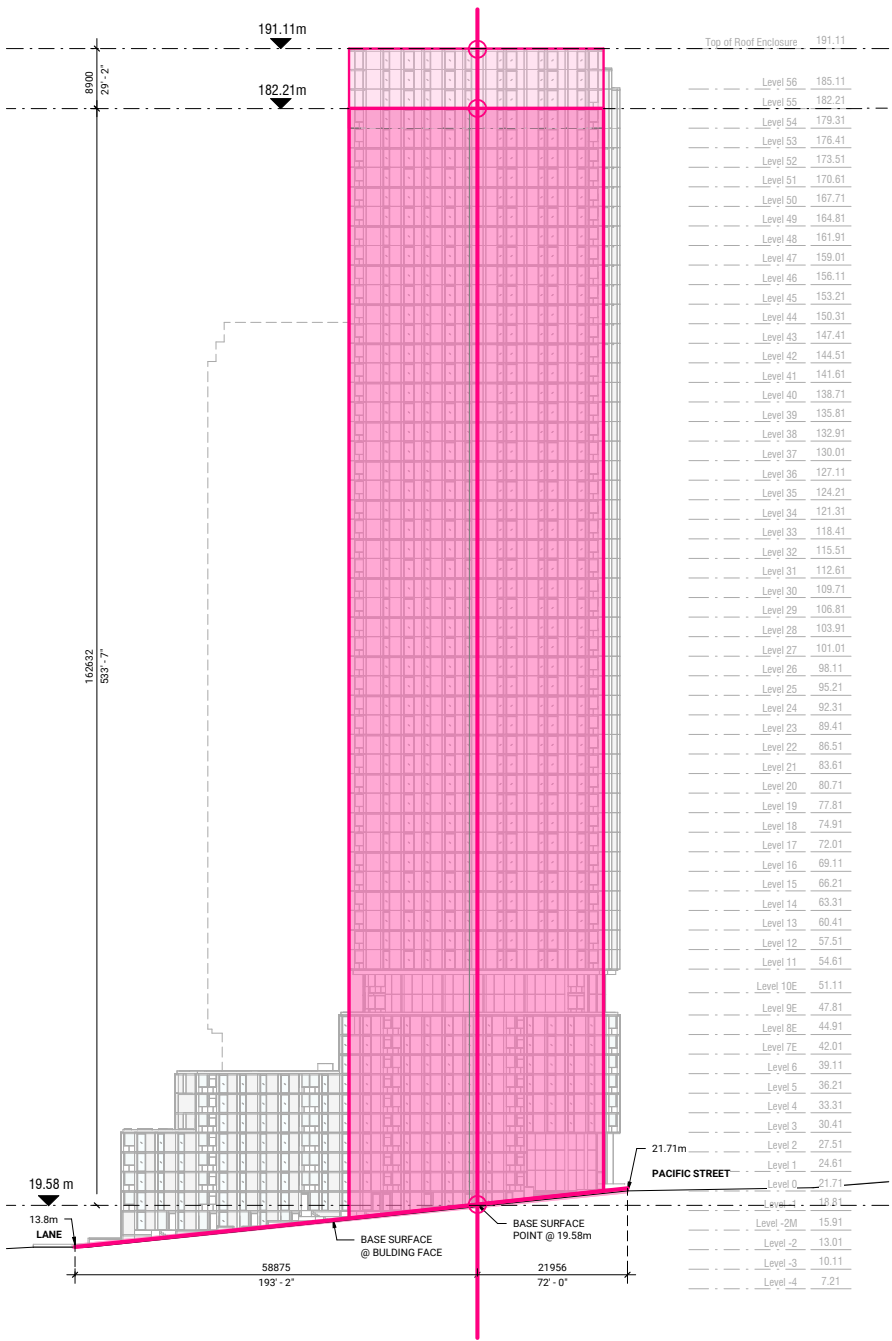
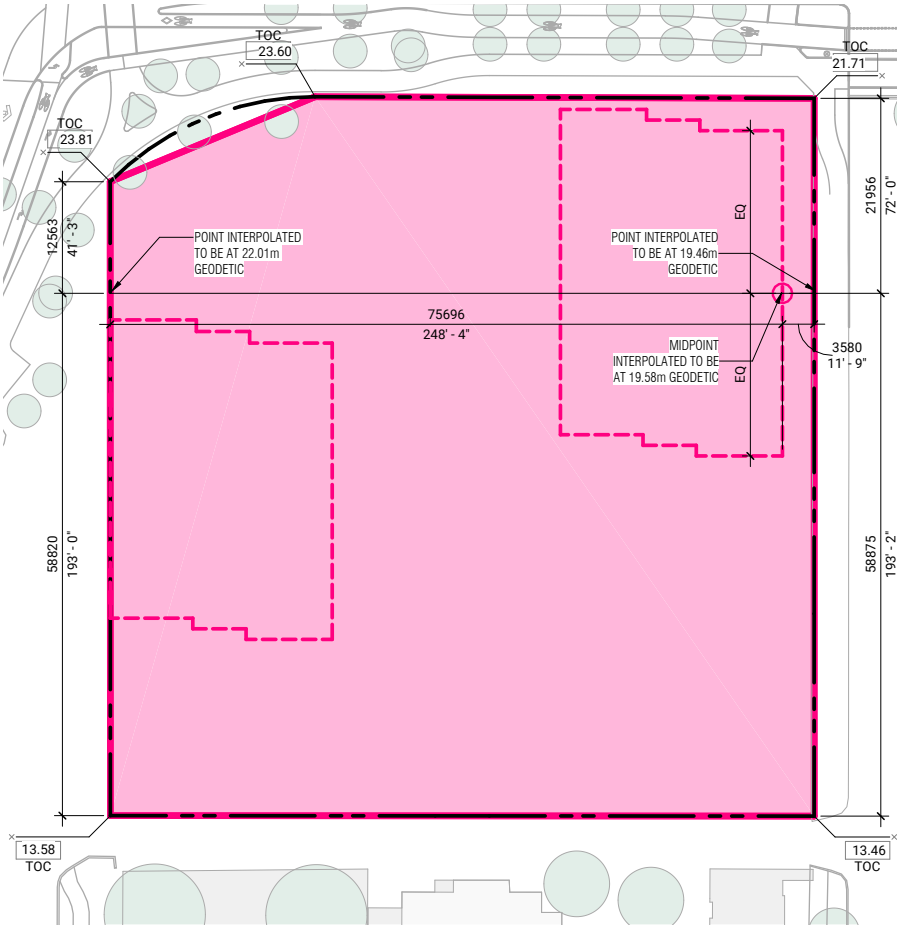
< Building grades determining base surface

Illustration of relationship between base surface and below grade levels  
 ✓ ( Section north-south through parkade entry )





Building Height and Setbacks



Building Height

| Roof Elevation (m) | Base Surface Elevation (m)** | Building Height (m) | Building height (ft) |
|--------------------|------------------------------|---------------------|----------------------|
| 182.21             | 19.58                        | 162.64              | 533.58               |

\*\* base surface elevation is derived from the intersection of a line drawn through the middle of the east elevation of the East Tower to its intersection with the interpolated base surface ( interpolated from City-provided building grades)

Building Height Exclusion

| Roof Elevation (m) | Top of Roof Enclosure | Excluded Height (m) | Excluded Height (ft) |
|--------------------|-----------------------|---------------------|----------------------|
| 182.21             | 191.11                | 8.90                | 29.20                |

Setbacks

| Edge           | Minimum | Maximum |
|----------------|---------|---------|
| Pacific Street | 0       | none    |
| Burrard Street | 0       | none    |
| Hornby Street  | 0       | none    |
| Lane           | 0       | none    |



Parking and Loading

Parking - Accessible Stalls

| Use                 | Total Units or Area | Ratio                       | Required | Required + 1 |
|---------------------|---------------------|-----------------------------|----------|--------------|
| Residential (Units) | 1136.00             | 0.034                       | 38.62    | 40           |
| Commercial (Area)   | 1056.21             | 1 per 1000 sm after 1st 500 | 1.00     | 2            |
| Required Total:     |                     |                             | 42       |              |

| Type               | Required | Provided |
|--------------------|----------|----------|
| Accessible Regular | 41       | 41       |
| Accessible Van     | 1        | 2        |
| Totals:            | 42       | 43       |

Parking - Visitor Stalls

| Use                 | Total Units or Area | Ratio | Required | Required |
|---------------------|---------------------|-------|----------|----------|
| Residential (Units) | 1136                | 0.05  | 56.80    | 57       |
| Required Total:     |                     |       | 57       |          |

| Type     | Required | Provided |
|----------|----------|----------|
| Standard |          | 43       |
| Small    |          | 14       |
| Totals:  | 57       | 57       |

Parking - Class A Stalls

| Use                 | Total Units or Area | Ratio                   | Required | Required |
|---------------------|---------------------|-------------------------|----------|----------|
| Residential (Units) | 125.00              | 1 per 125 first units   | 1.00     | 1        |
| Residential (Units) | 1011.00             | 1 per 150 for remainder | 6.74     | 7        |
| Commercial (Area)   | 1056.21             | 1 per4000 sm            | 1.00     | 1        |
| Required Total:     |                     |                         | 9        |          |

| Type                  | Required | Provided |
|-----------------------|----------|----------|
| Passenger - 1st Stall | 1        | 1        |
| Passenger - standard  | 8        | 8        |
| Totals:               | 9        | 9        |

Loading- Class A Stalls

| Use                 | Total Units or Area | Ratio                   | Required | Required |
|---------------------|---------------------|-------------------------|----------|----------|
| Residential (Units) | 299.00              | 1 per 299 first units   | 1.00     | 1        |
| Residential (Units) | 837.00              | 1 per 200 for remainder | 4.19     | 5        |
| Commercial (Area)   | 1056.21             | 1 per 2325 sm           | 1.00     | 1        |
| Required Total:     |                     |                         | 7        |          |

| Type    | Required | Provided |
|---------|----------|----------|
| Class A | 7        | 7        |
| Class B | 8        | 9        |
| Class C | 0        | 0        |

Loading- Class B Stalls

| Use                 | Total Units or Area | Ratio                   | Required | Required |
|---------------------|---------------------|-------------------------|----------|----------|
| Residential (Units) | 299.00              | 1 per 299 first units   | 1.00     | 1        |
| Residential (Units) | 200.00              | 1 for 300-499           | 1.00     | 1        |
| Residential (Units) | 637.00              | 1 per 200 for remainder | 3.19     | 4        |
| Commercial (Area)   | 465.00              | 1 per first 465sm       | 1.00     | 1        |
| Commercial (Area)   | 591.21              | 1 per next 1860 sm      | 1.00     | 1        |
| Required Total:     |                     |                         | 8        |          |

Note: All commercial is assumed to be restaurant

Loading- Class C Stalls

| Use               | Total Units or Area | Ratio             | Required | Required |
|-------------------|---------------------|-------------------|----------|----------|
| Commercial (Area) | 1056.21             | 0 per 1st 2300 sm | -        | 0        |
| Required Total:   |                     |                   | 0        |          |



Bicycle Parking

Residential unit breakdown

| Name          | Units under 65 sqm | Units between 65-105sqm | Units over 105 sqm |
|---------------|--------------------|-------------------------|--------------------|
| 0 BD (studio) | 111                | -                       | -                  |
| 1 BD          | 596                | 3                       | -                  |
| 2 BD          | 136                | 182                     | 0                  |
| 3 BD          | 0                  | 106                     | 2                  |
| Totals:       | 843                | 291                     | 2                  |

Bicycle Parking - Class A - Required

| Use                 | Total Units or Area | Ratio          | Required | Required |
|---------------------|---------------------|----------------|----------|----------|
| Residential (Units) | 843                 | 1.5 per 1 unit | 1,264.5  | 1265     |
| Residential (Units) | 291                 | 2.5 per 1 unit | 727.5    | 728      |
| Residential (Units) | 2                   | 3 per 1 unit   | 6.0      | 6        |
| Commercial (Area)   | 1056.10             | 1 per 340sm    | 3.1      | 4        |
| Required Total:     |                     |                | 2003     |          |

Bicycle Parking - Class A - Provided

| Type                  | Required | Provided | % Allocation |
|-----------------------|----------|----------|--------------|
| Class A_Horizontal    |          | 850      | 42%          |
| Class A_Locker-Double |          | 16       | 1%           |
| Class A_Locker_Single |          | 257      | 13%          |
| Class A_Oversized     |          | 130      | 6%           |
| Class A_Stacked       |          | 460      | 23%          |
| Class A_Vertical      |          | 290      | 14%          |
| Totals:               | 2,003    | 2,003    | 100%         |

Lockers are 14% of total ( minimum 10% required)

Oversize stalls are 6% of the total ( minimum 5% required)

Vertical stalls are 14% (maximum 30% allowed)

Vertical and stacked stalls are 37% ( maximum 60% allowed)

Bicycle Parking - Class B - Required

| Use                 | Total Units or Area | Ratio         | Required | Required |
|---------------------|---------------------|---------------|----------|----------|
| Residential (Units) | 20                  | 1 per 10 unit | 2.0      | 2        |
| Residential (Units) | 1116                | 1 per 20 unit | 55.8     | 56       |
| Commercial (Area)   |                     | 6 stalls flat | 6.0      | 6        |
| Required Total:     |                     |               | 64       |          |

Bicycle Parking - Class B - Provided

| Type               | Required | Provided |
|--------------------|----------|----------|
| Class B_Horizontal | 64       | 64       |



**Bulk Storage**

| Name                  | Required | Provided |
|-----------------------|----------|----------|
| In-suite Bulk Storage |          | 620      |
| Storage lockers       |          | 547      |
|                       | 1136     | 1167     |







# Green Buildings and Higher Buildings Policy

The Green Buildings Policy for Rezoning supports the creation of high-performance resilient buildings. The Higher buildings policy applies to exceptionally tall buildings in the downtown core asking for additional energy performance from these unique projects. Pacific and Hornby will meet the City of Vancouver’s industry-leading energy and carbon efficiency standards. The development has undertaken extensive analysis to understand the ways in which the building will performance and the impacts it will have on climate change and the impacts climate change will have on it.

## High Performance Building Design

Using a measured combination of building envelope, mechanical, and electrical energy efficiency to deliver a low energy consuming and GHG emitting building. A combination of innovation and established energy savings strategies to support reliable energy savings.

- 33% Window to Wall Ratio
- High-performance glazing
- LED Lighting
- Water efficient plumbing fixtures
- Energy Recovery Ventilation
- Air-Source Heat Pump equipment including to avoid the use of GHG intensive natural gas

These strategies contribute to a energy performance of:

**TEUI- 72 kWh/m2/yr**

**TEDI- 14.1 kWh/m2/yr**

**GHGI- 2.2 kgCO2e/m2/yr**

## Emissions Conscious Design

Modeling the building early to establish the amount of embodied carbon and energy associated with its construction. The project has found a way to reduce embodied carbon by reducing parking resulting in embodied carbon intensity of less than **360 kgCO2e/m2**

## Resilient Construction

High performance envelope design and durable building construction aim to help make the building resilient to changing climates and improve the building’s comfort in the event of hotter summers and colder winters. Strategies Include:

- Consideration of future climate in design
- Provisions for adapting and adding shading to amenity rooftops
- Amenity climate refuge for residents during sustained power outages

## Building Delivery and Ongoing Management

Commissioning the building to ensure energy efficiency from day one. Building level and end-use metering will be used to further verify building performance years into their operation.



# Sustainable Large Developments

The Sustainable Large Developments policy supports the creation of a sustainable community through the addition of new density and interconnectivity to the surrounding neighborhood. Pacific and Hornby responds to the current and future needs of the West End and Yaletown communities by providing new and exciting spaces for residents and the public alike. The development improves the neighborhood connectivity and provides more spaces for people to stay and enjoy time where they live and work. The projects connection between Pacific, Burrard St., and the Burrard Street Bridge improves pedestrian access around the area including for those with accessibility needs.

## Site Design

Developing to support a thriving community and connecting to surrounding green spaces

## Food Systems

Community Food Markets consisting of 10 booths to provide opportunities for local vendors to sell products and produce directly to community members.

## Food Systems

Providing residents space to grow their own food and increase their access to healthy local produce. Pacific and Hornby is providing substantial community garden space for residents to cultivate their food. Site landscape will also include edible landscape varieties with educational signage for occupants.

## Housing Diversity

Increasing rental stock, unit mix, intended to provide new spaces for young professionals.

## Waste Management

Providing residents with the spaces they need to effectively sort and divert recycling streams from the landfill. Providing spaces to collect and repair items further leading to diversion from landfill.

## Green Mobility

Providing residents with the best opportunity to live car free by providing access to car shares, bike shares, developing more amenities for cyclists and proving transit passes for residents (for a term of 1 year).

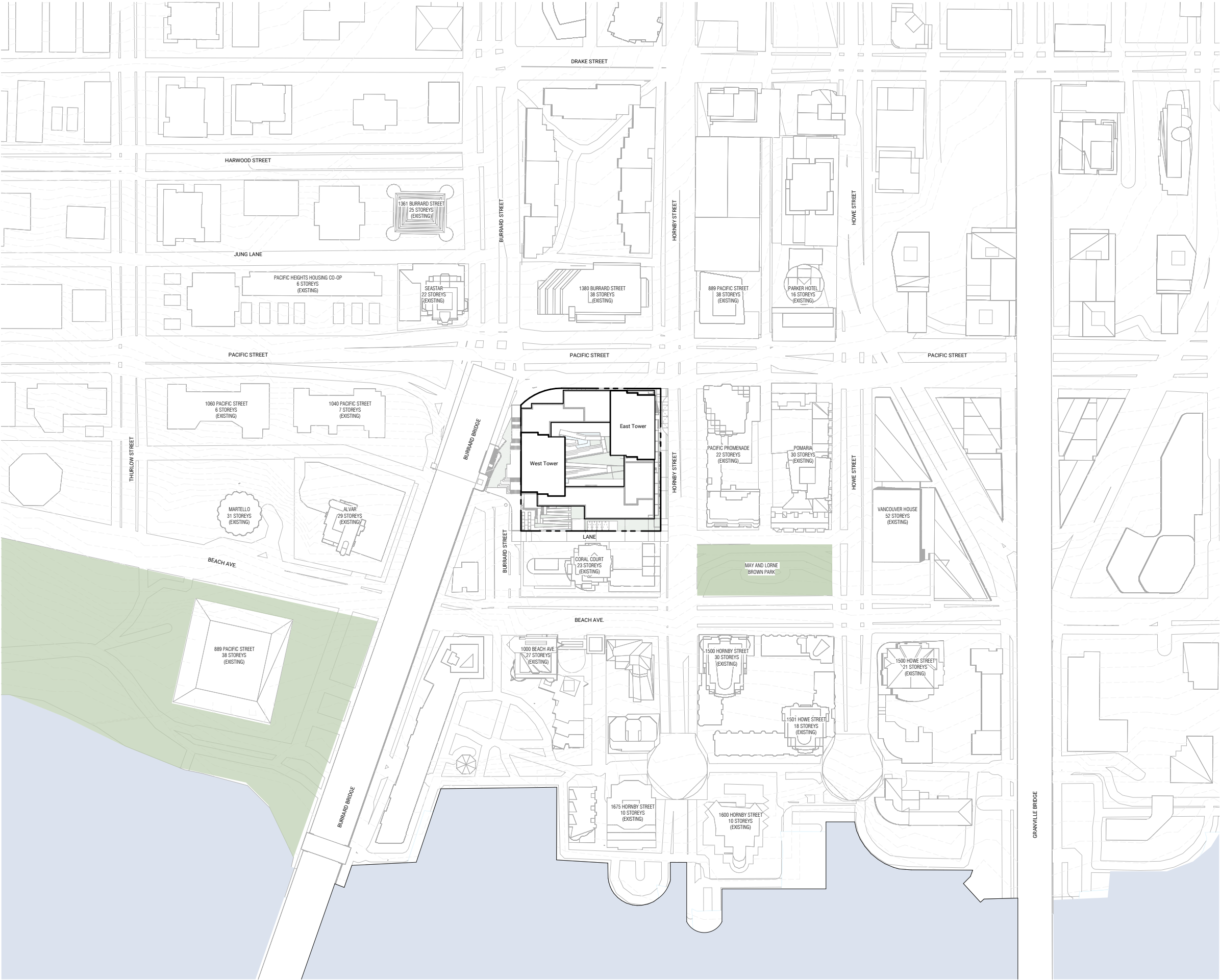
## Open Space and Accessibility

Providing more housing without limiting open and enjoyable spaces for people to be outside. Improving the site condition and access for community members with mobility challenges.









Context Map

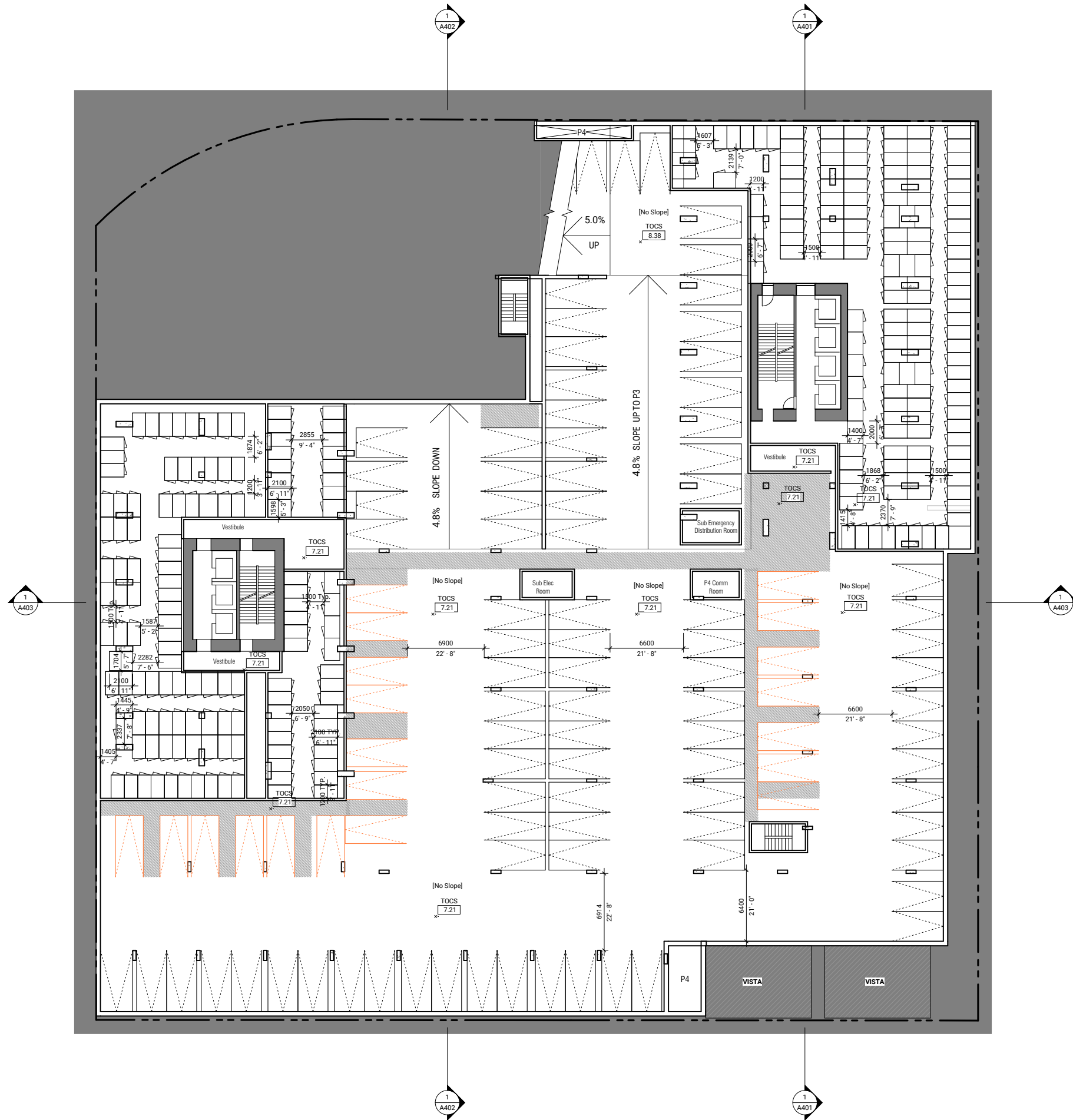


**diamond  
schmitt**





Plan: P4 / Level -4

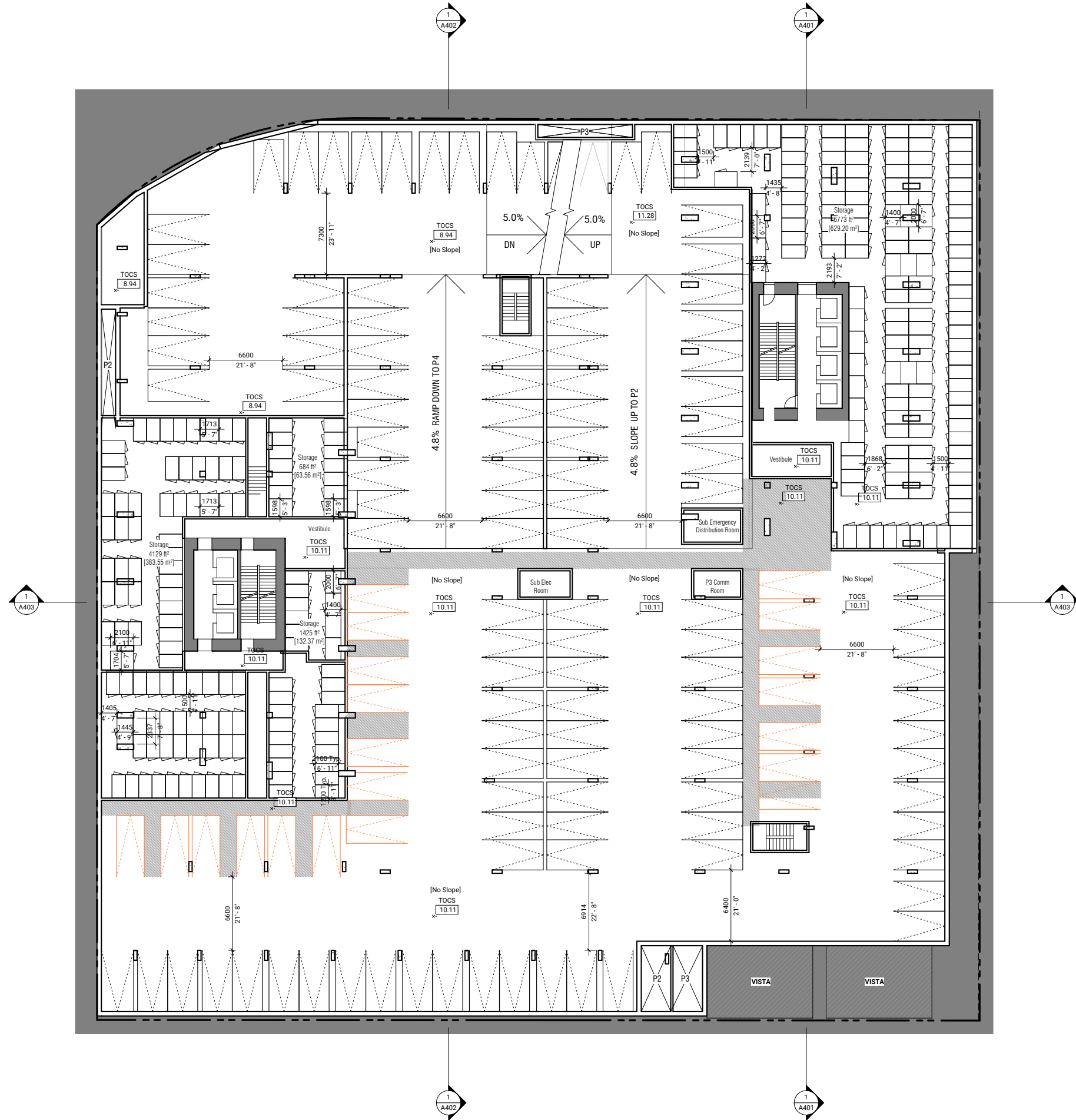


- Accessible Stalls
- Loading stalls
- Visitor Stalls
- Passenger Stalls
- Occupant Stalls ( residential / commercial)





Plan: P3 / Level -3



- Accessible Stalls
- Loading stalls
- Visitor Stalls
- Passenger Stalls
- Occupant Stalls ( residential / commercial)





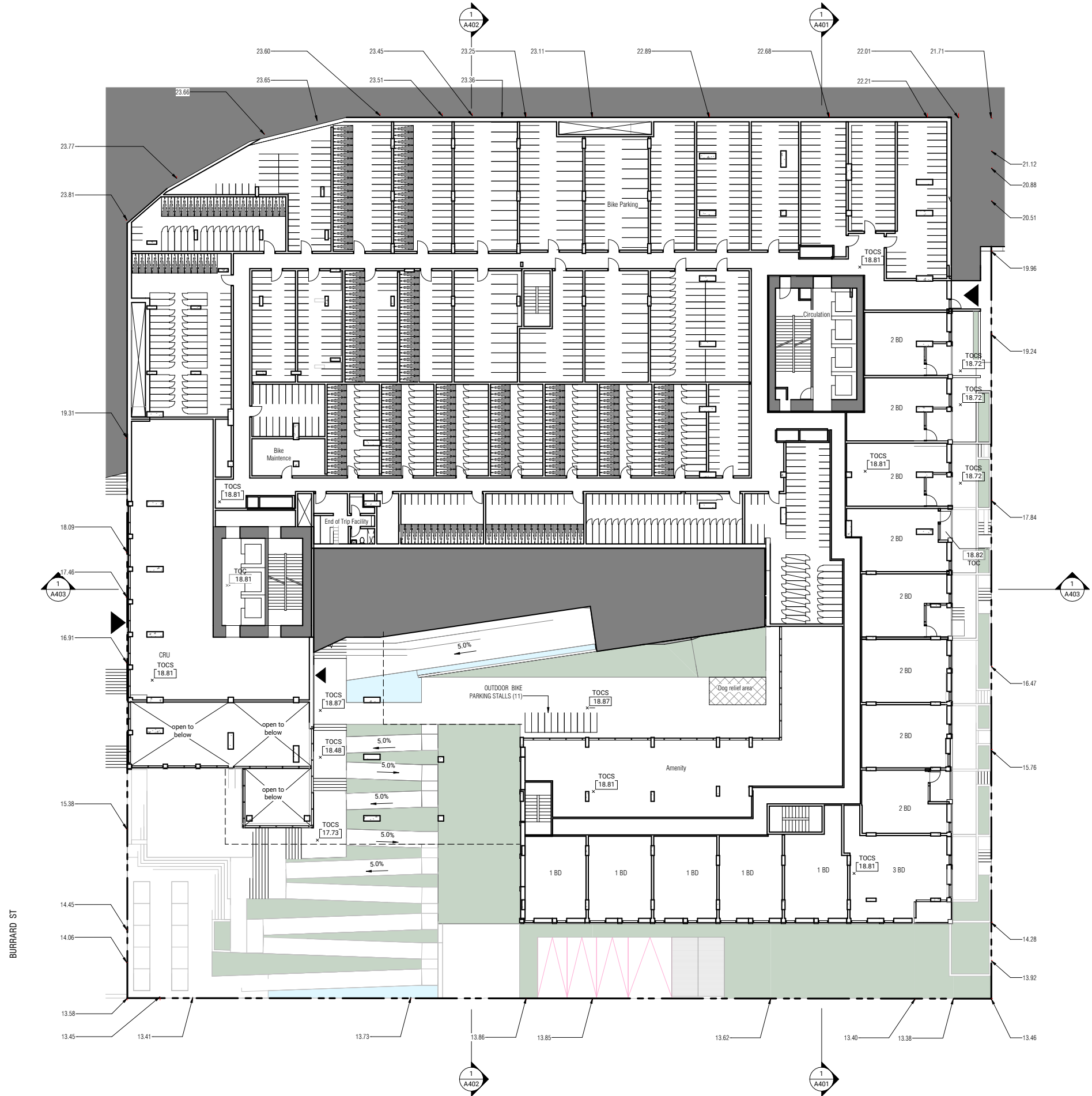








Plan: P1 / Level -1

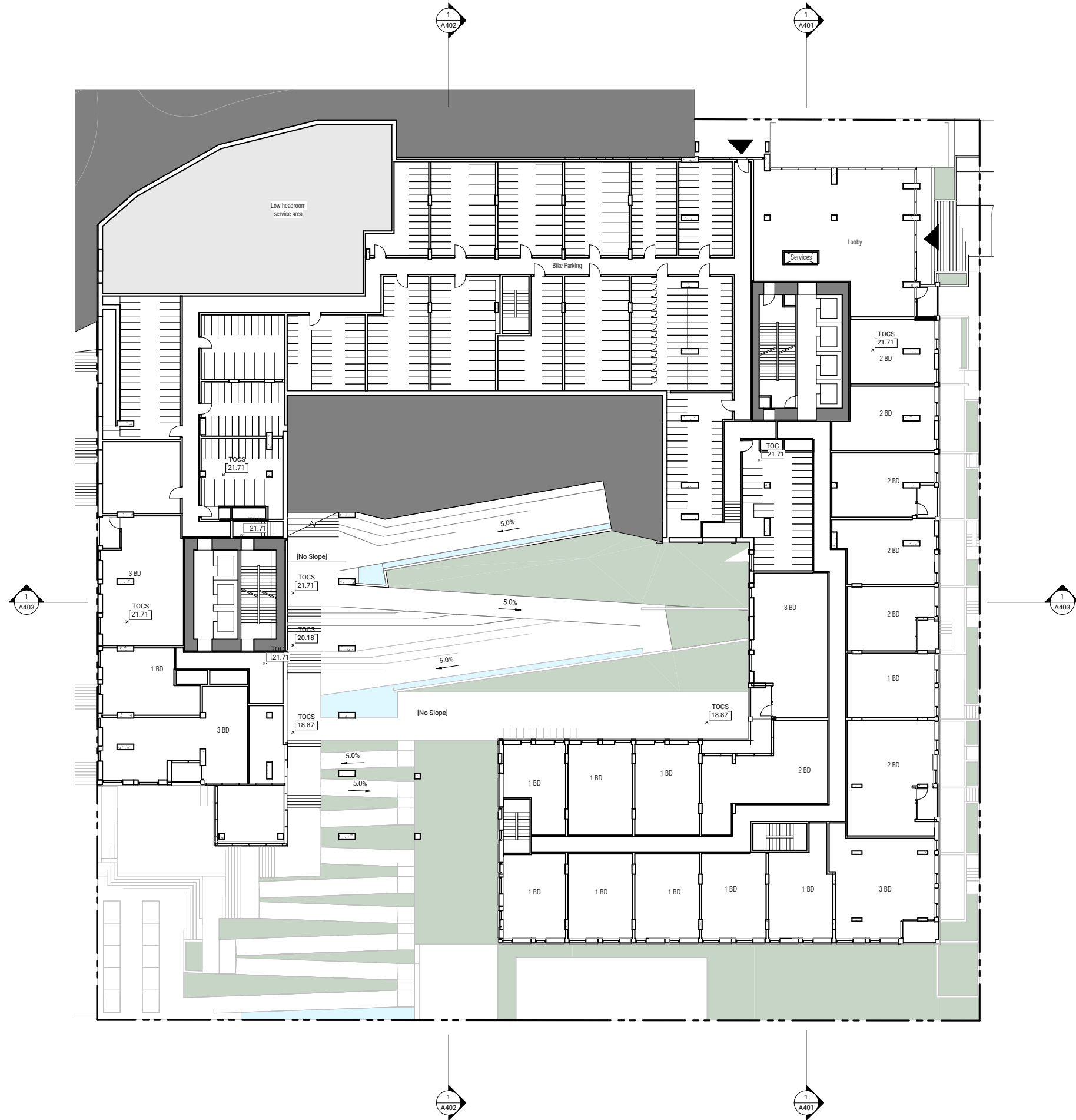


- Accessible Stalls
- Loading stalls
- Visitor Stalls
- Passenger Stalls
- Occupant Stalls ( residential / commercial)





Plan: Level 0

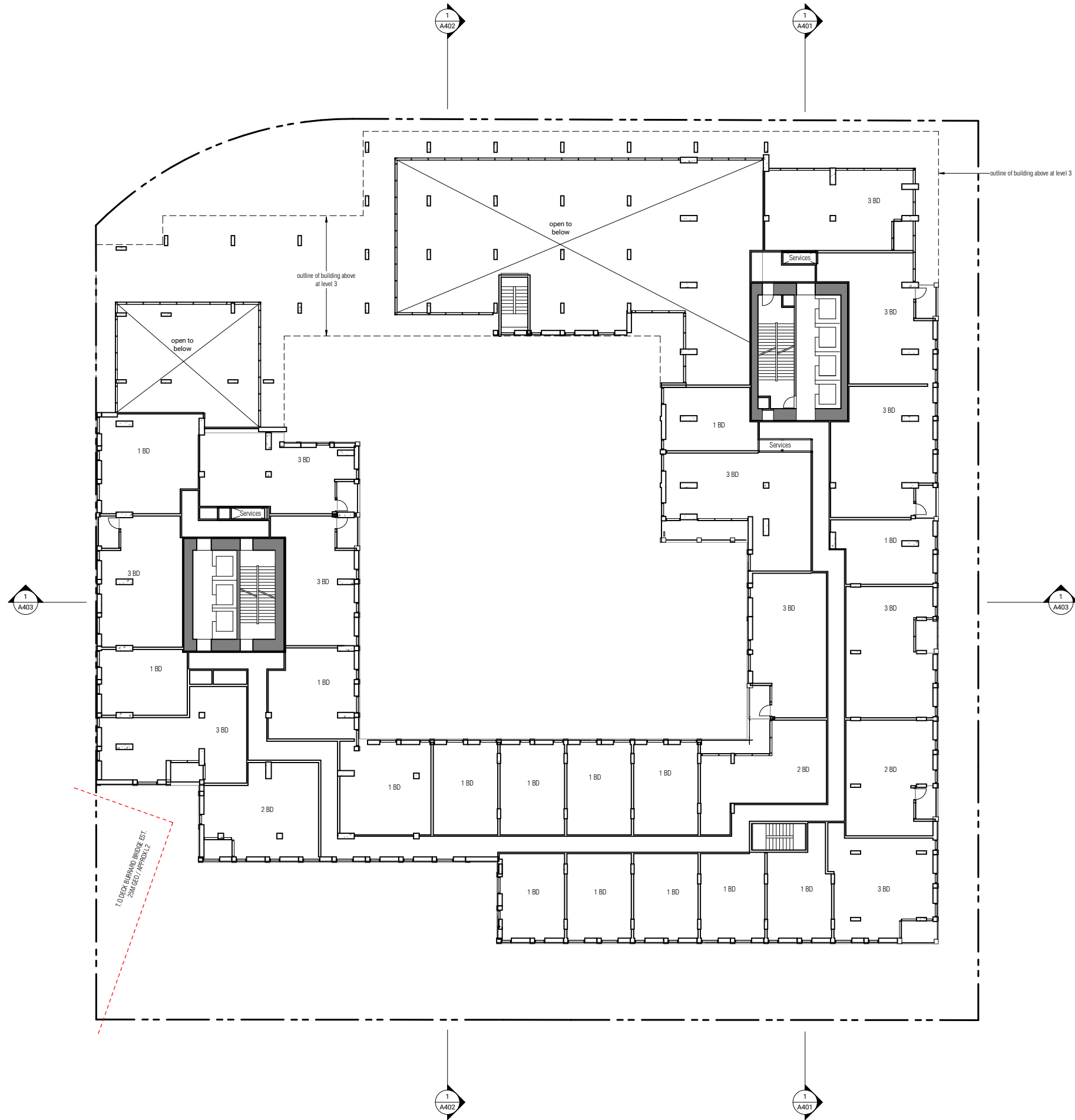








Plan: Level 2



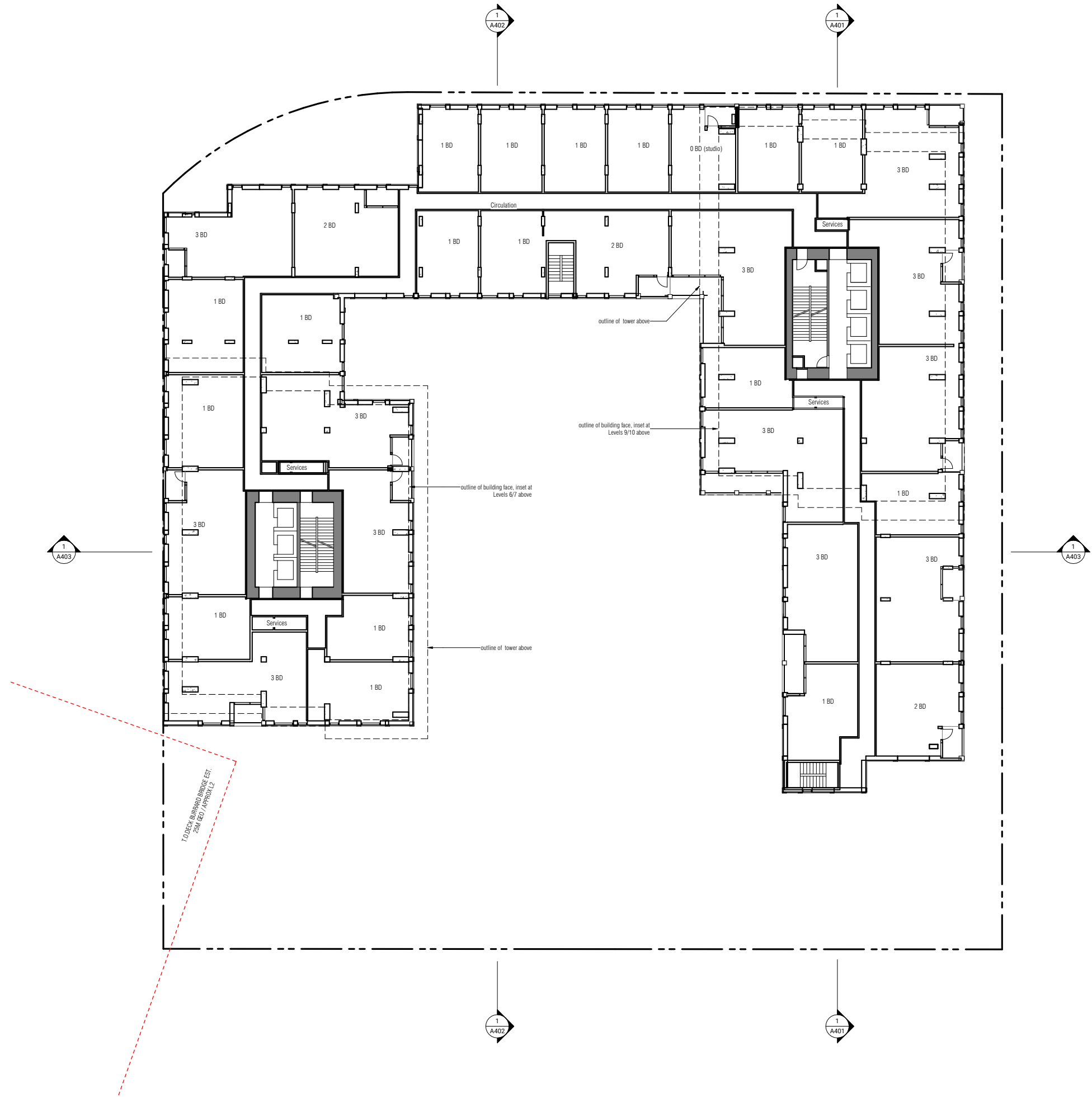


Plan: Level 3



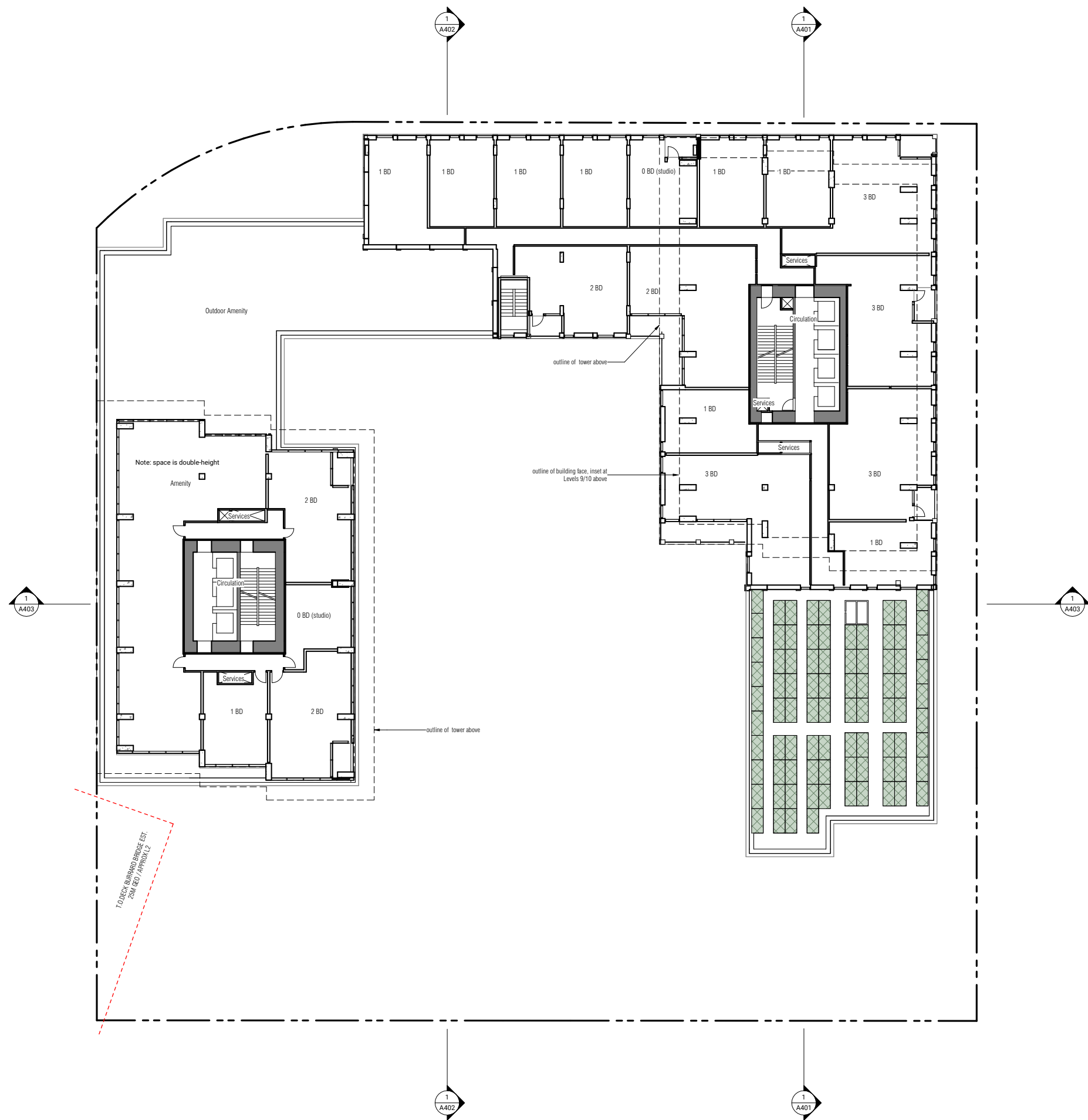


Plan: Level 4 - 5



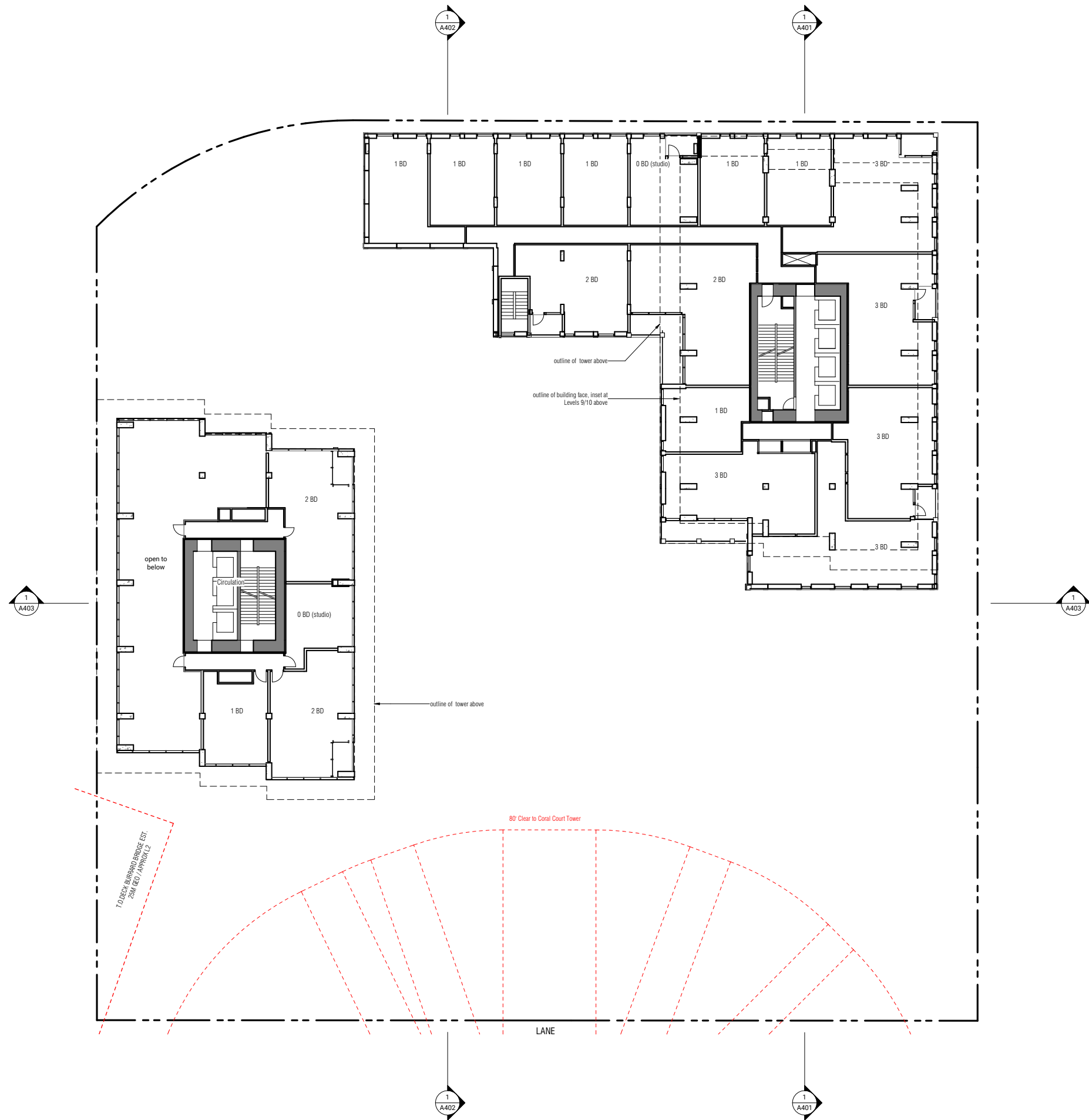


Plan: Level 6

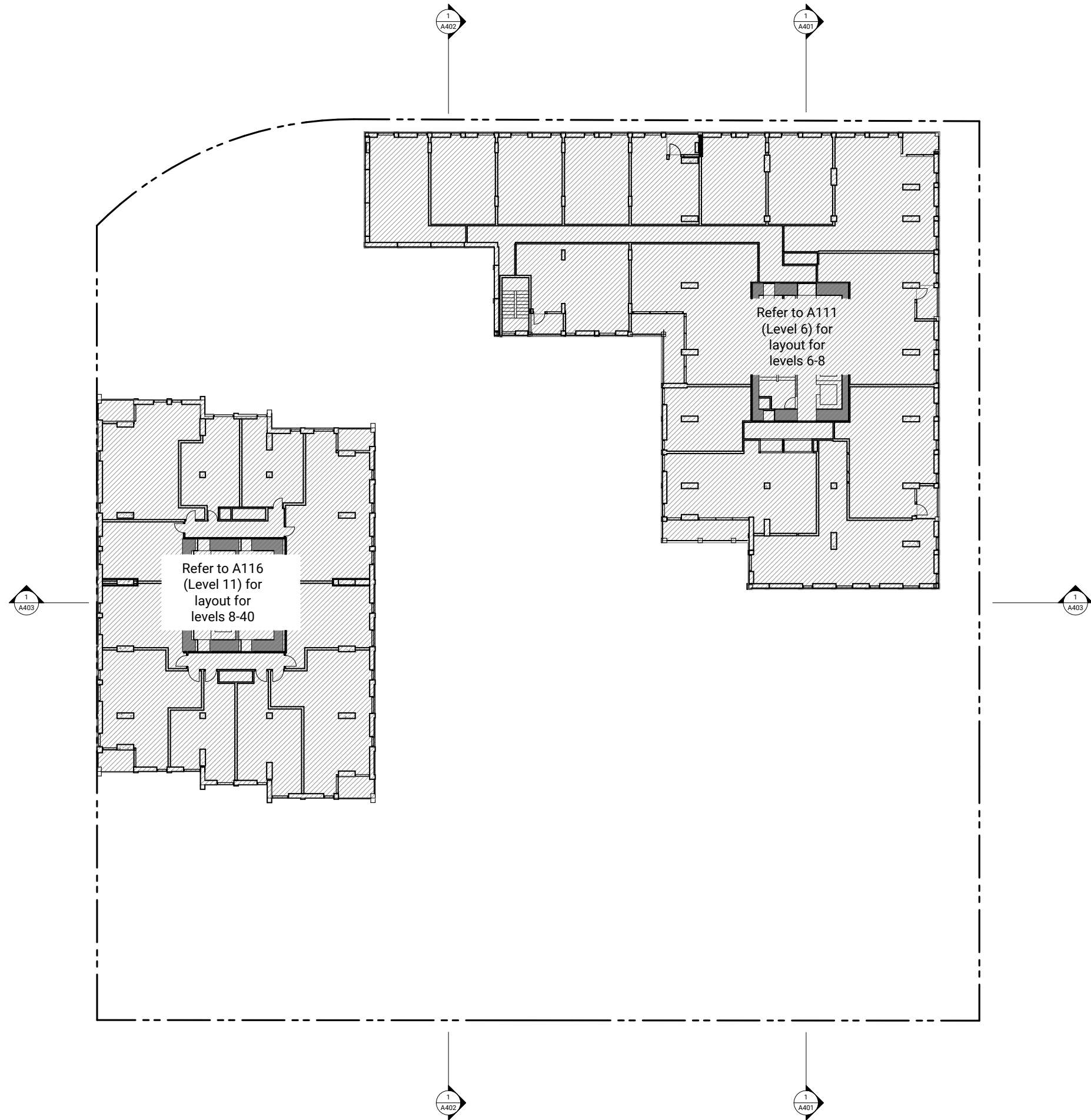




Plan: Level 7



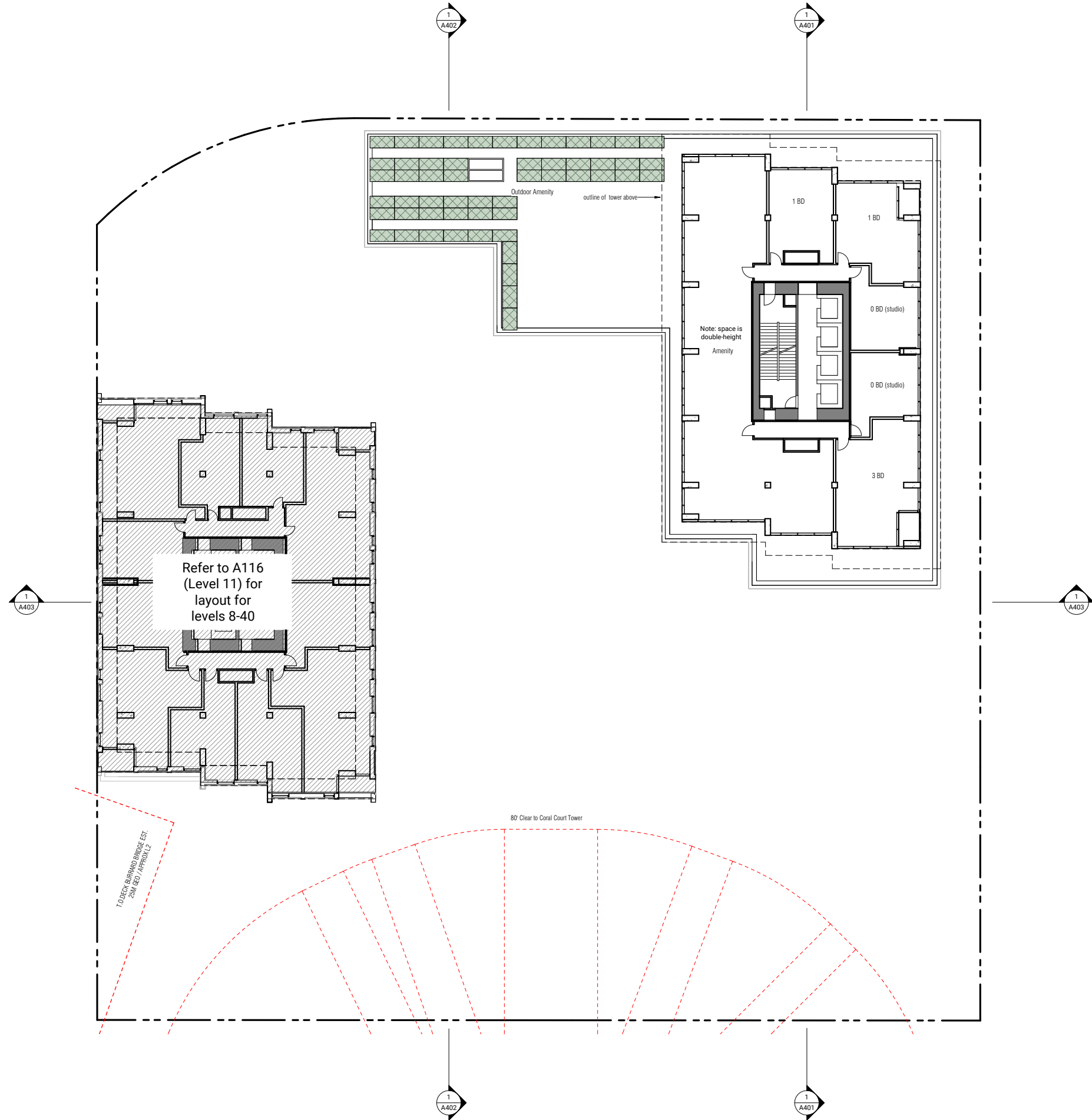




Plan: Level 8

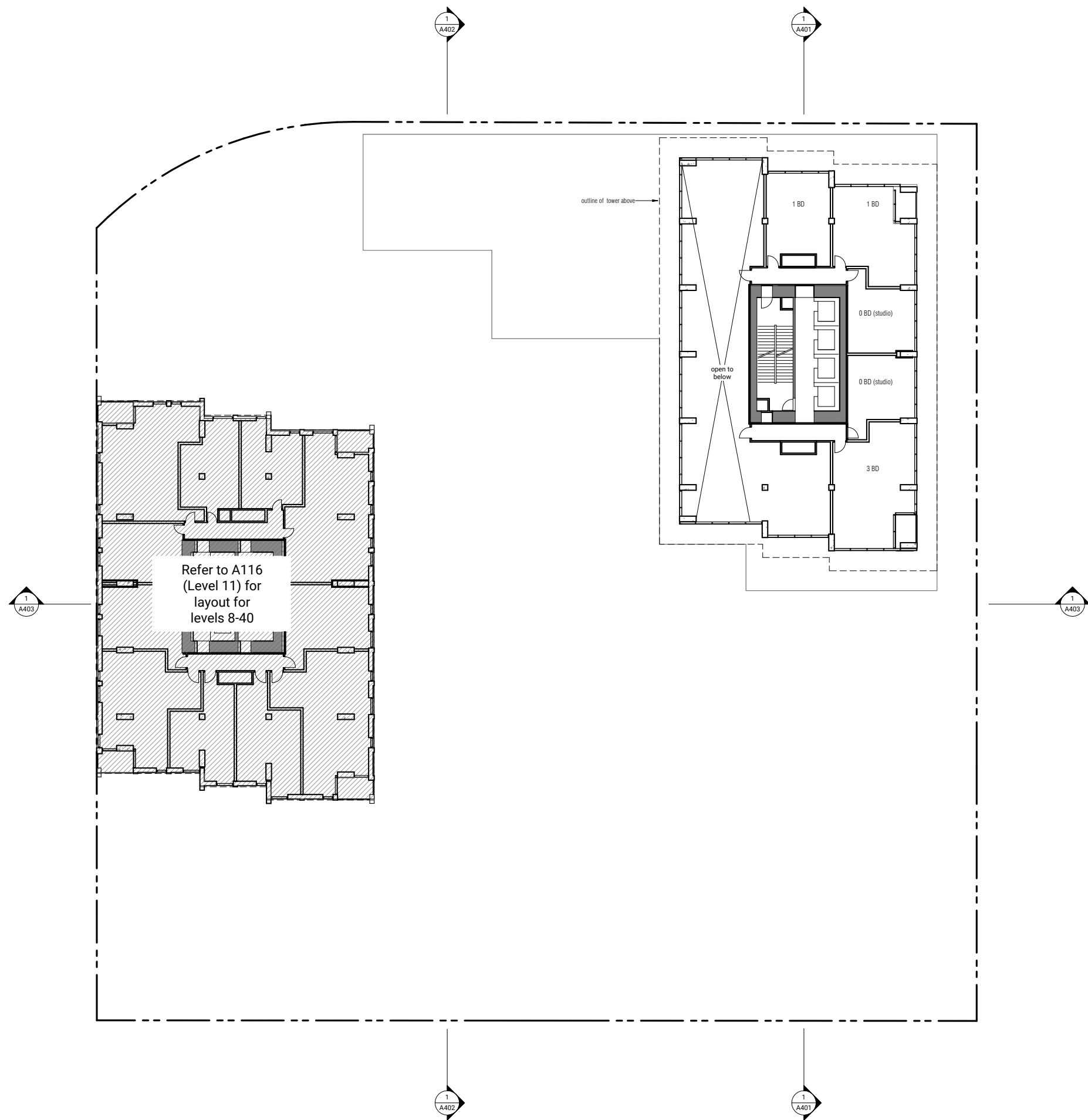


Plan: Level 9



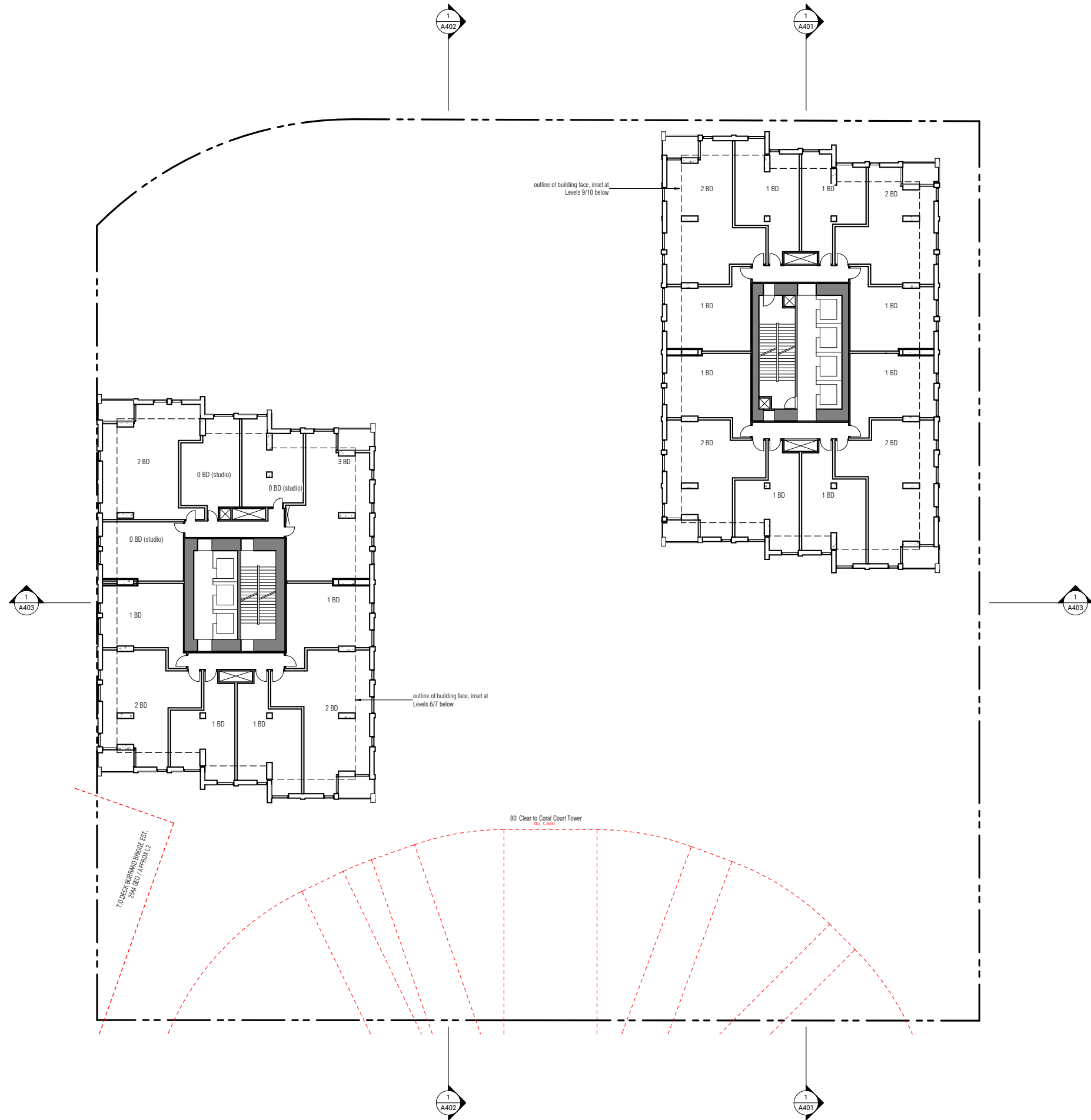


Plan: Level 10

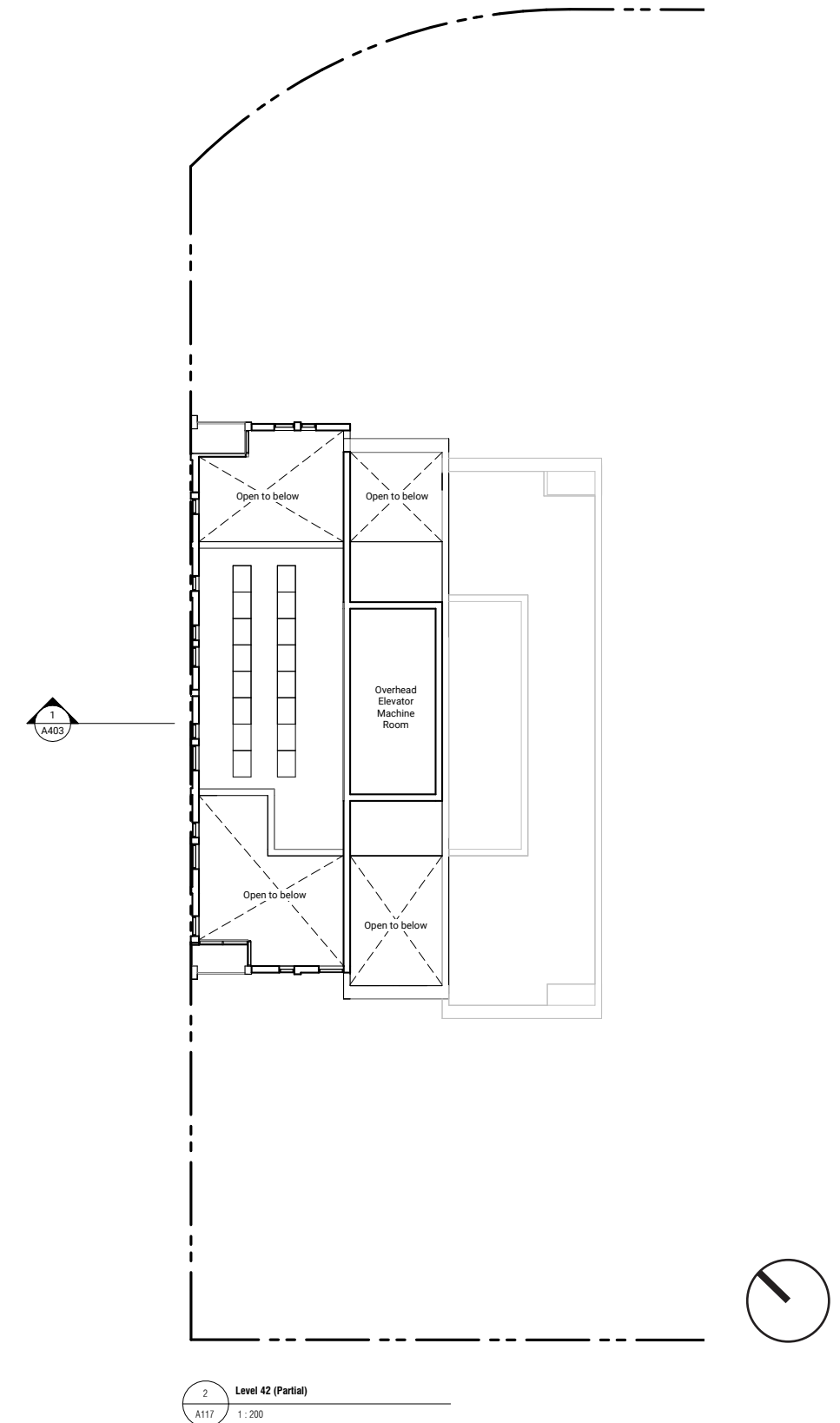
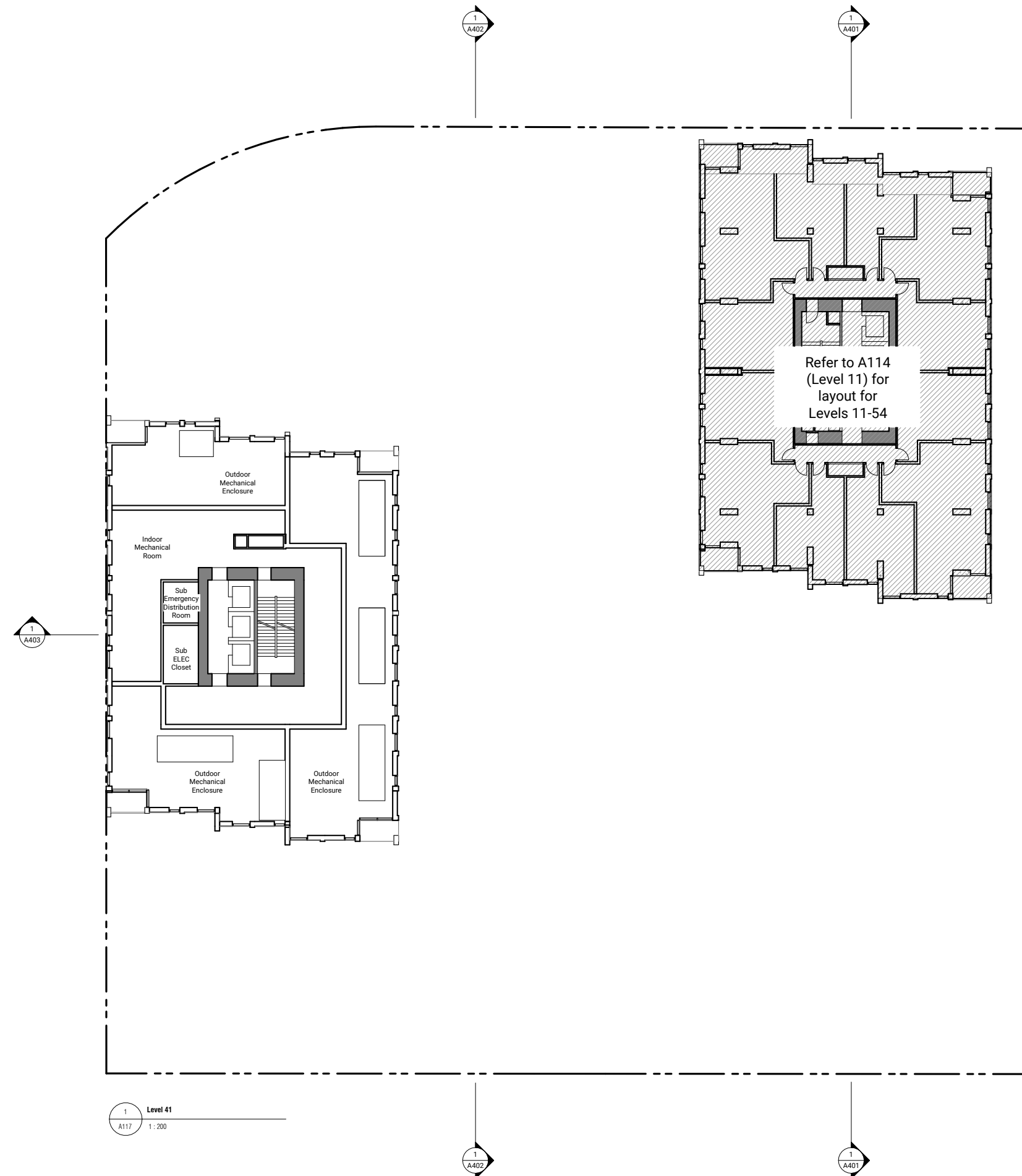




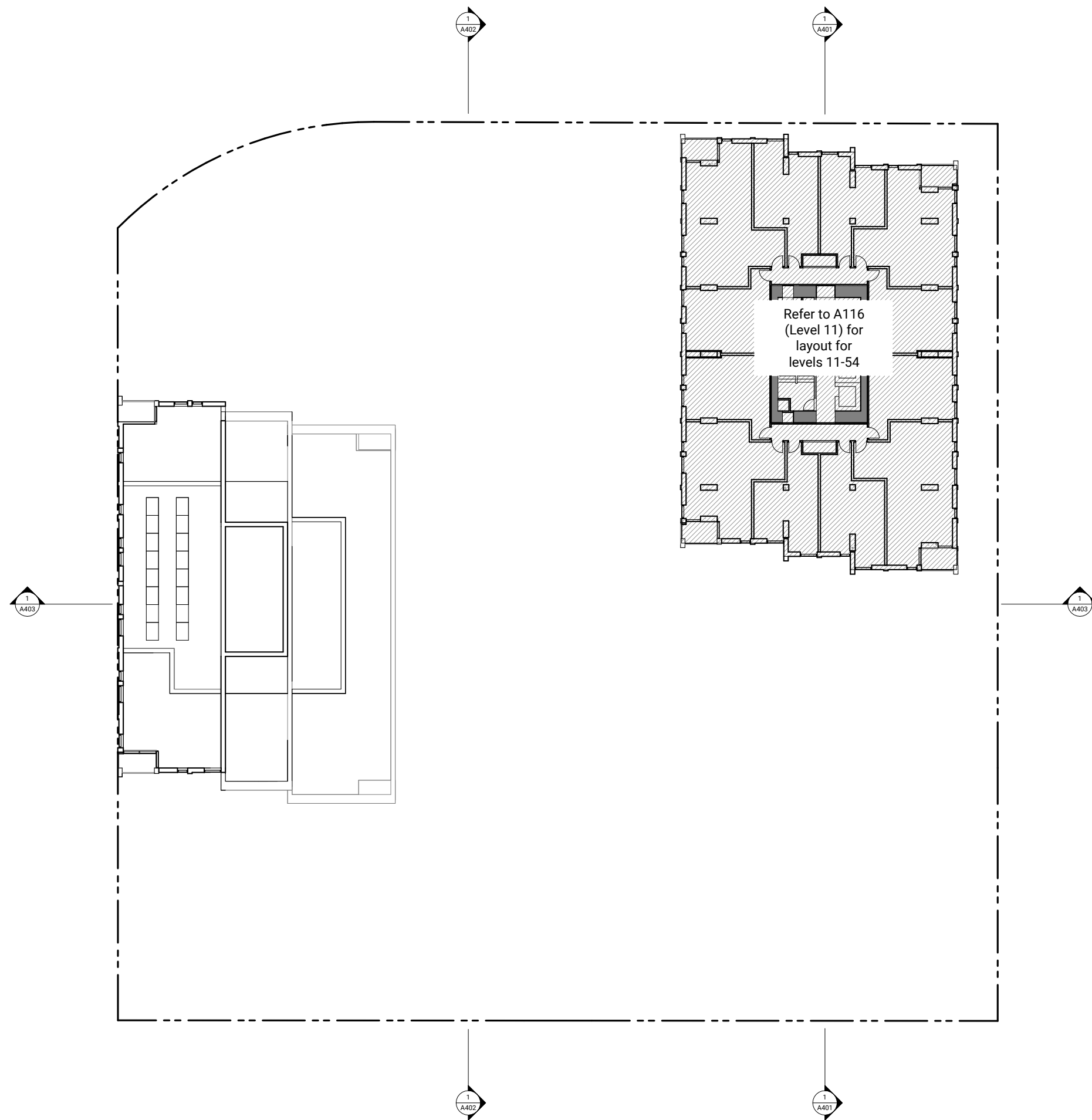
Plan: Levels 11-40







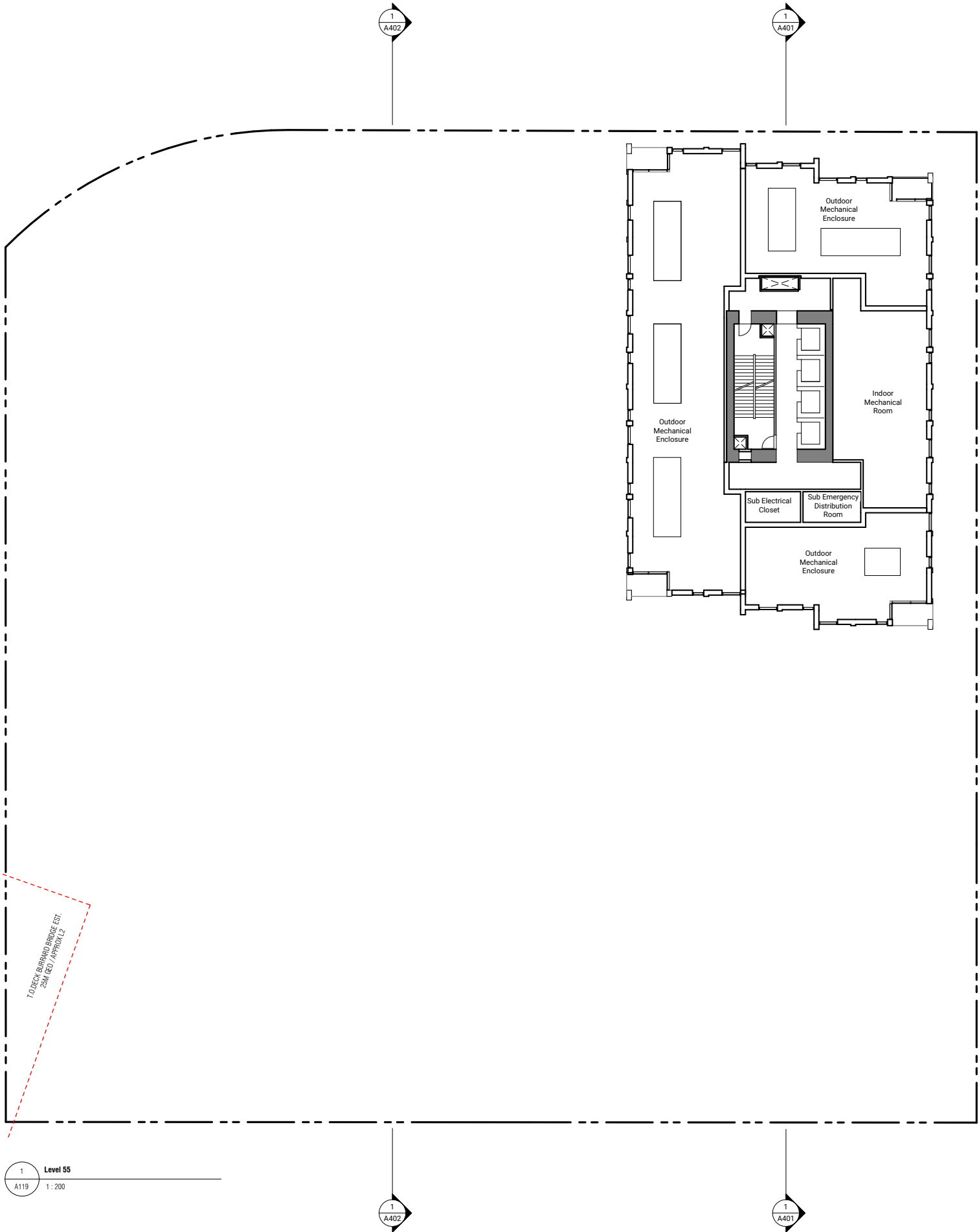




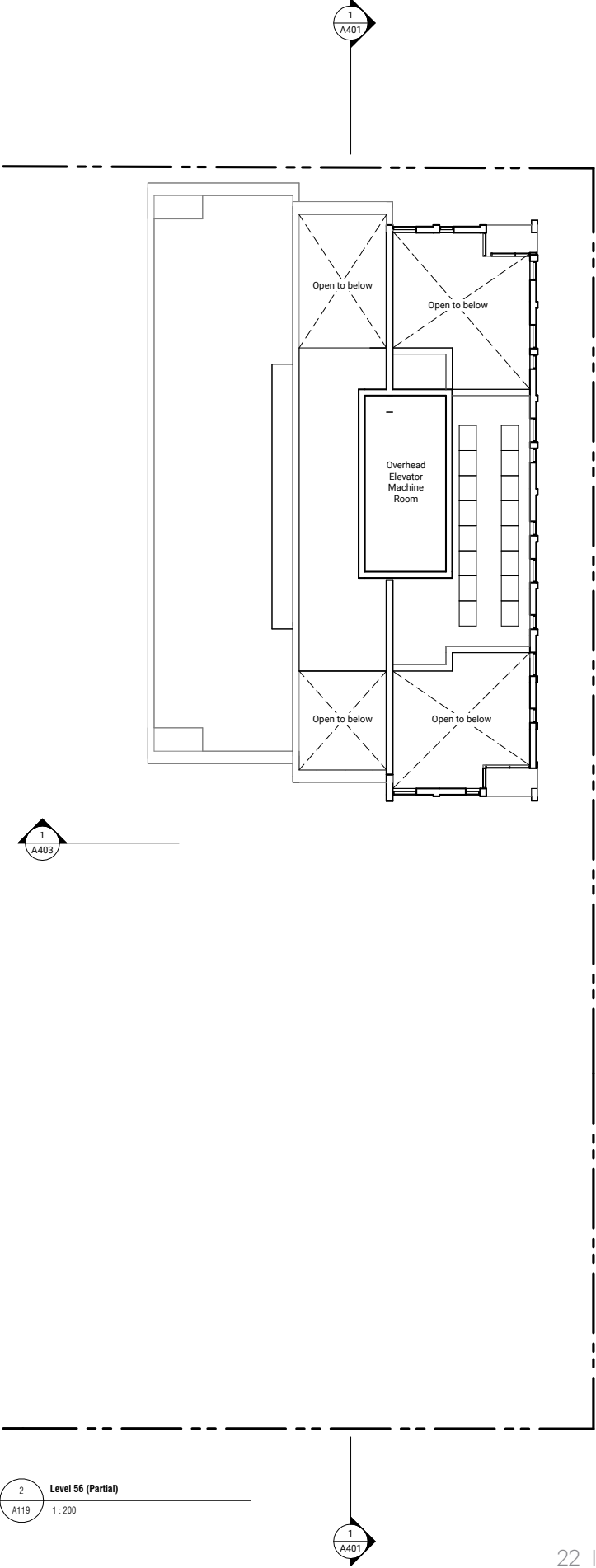
Plan: Levels 43-54



Plan: Level 55 / Roof Plan

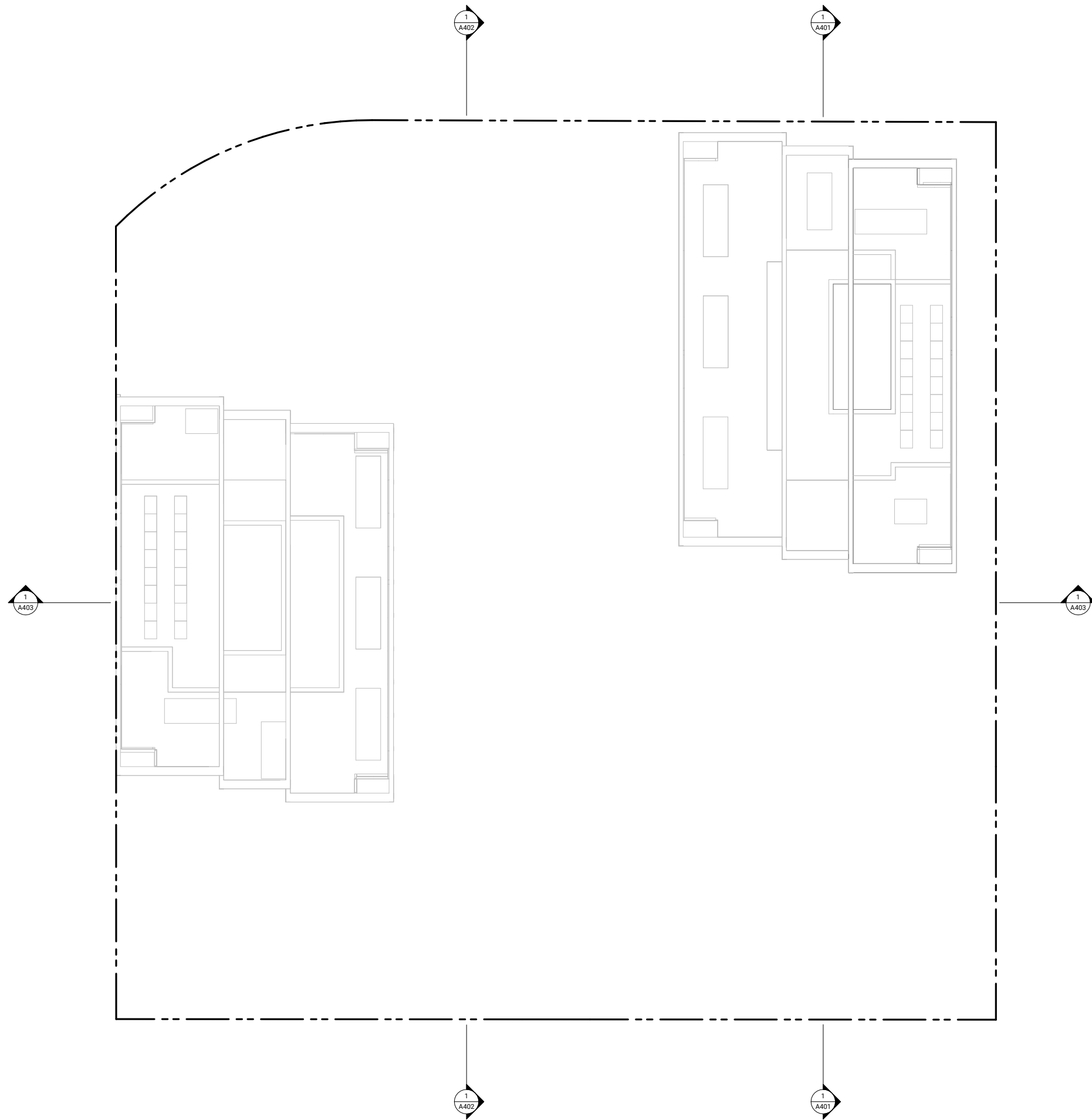


1 Level 55  
A119 1:200



2 Level 56 (Partial)  
A119 1:200





Plan: Roof Plan

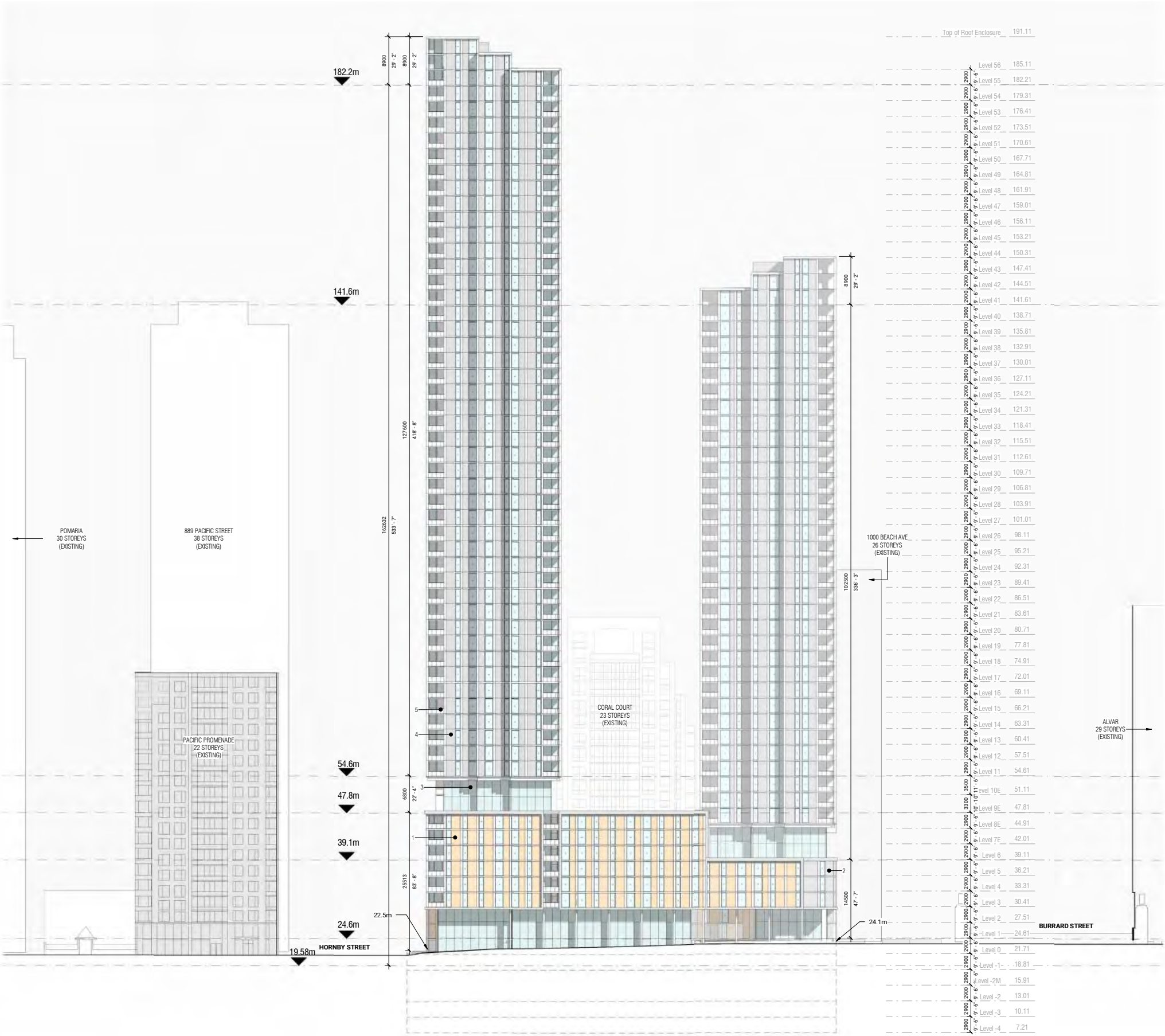






Plan: Landscape



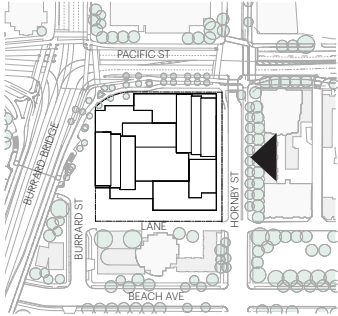


Elevation: North

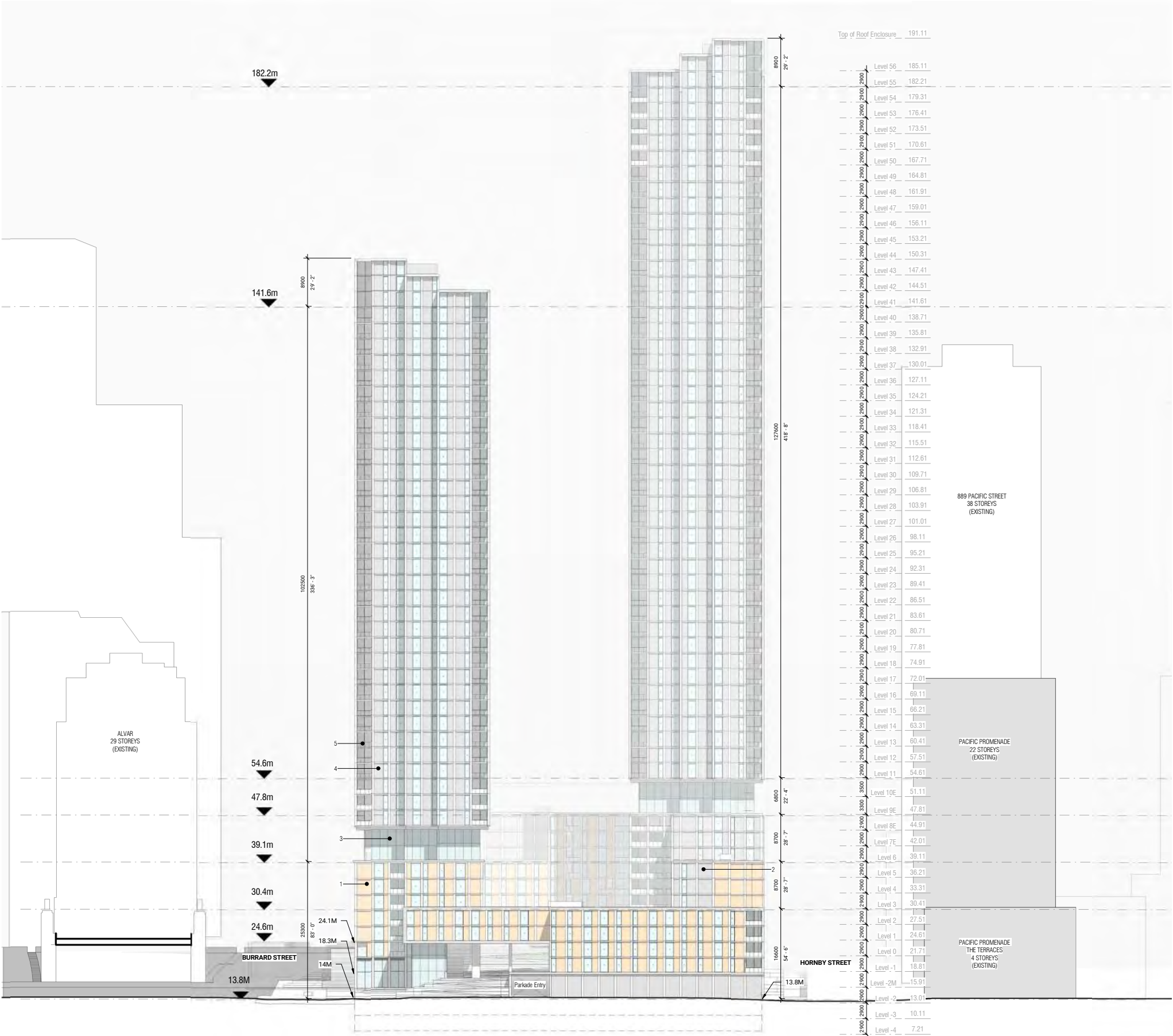




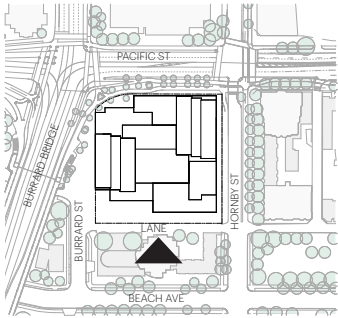
Elevation: East



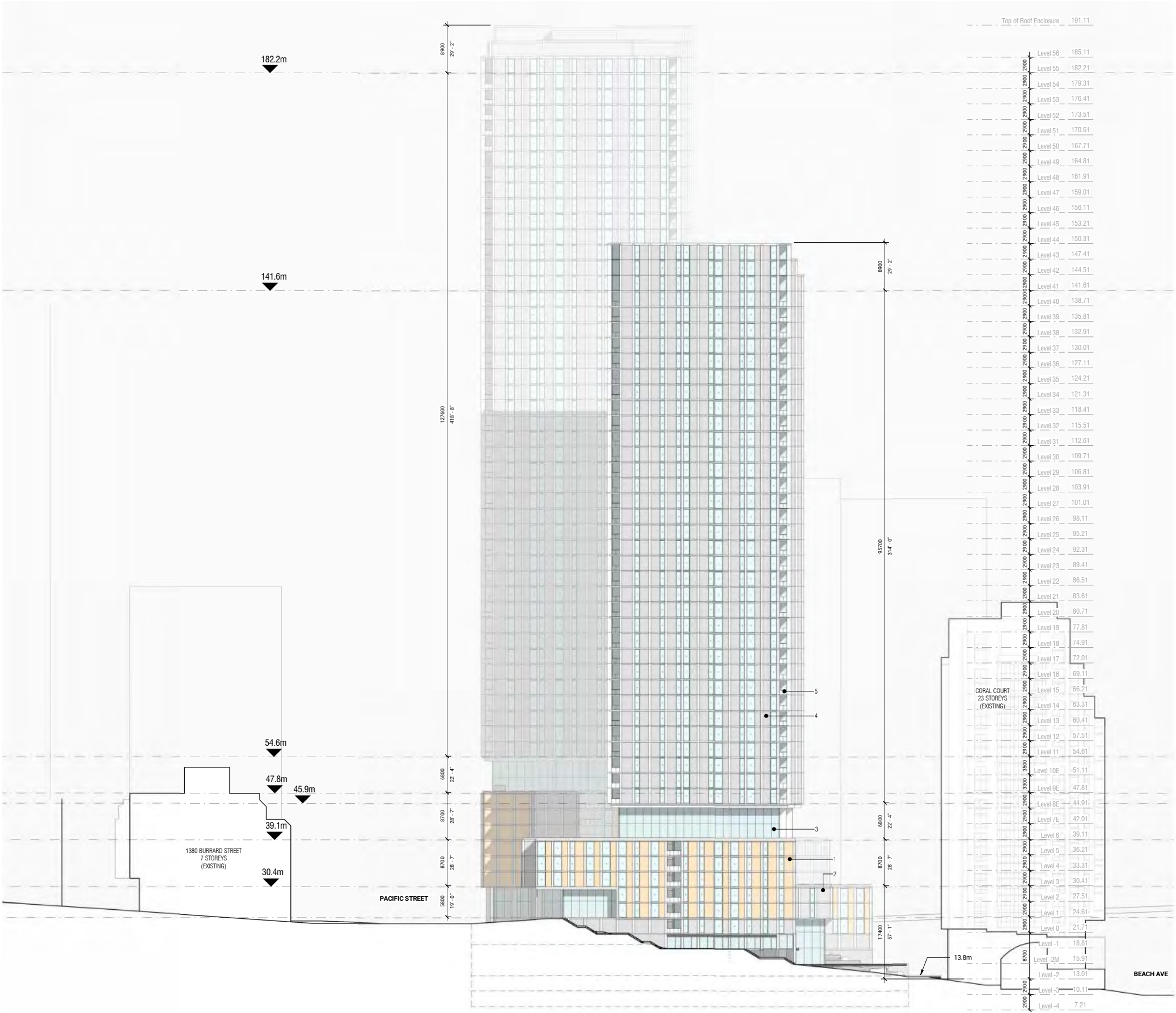




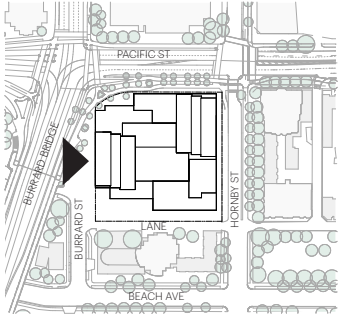
Elevation: South





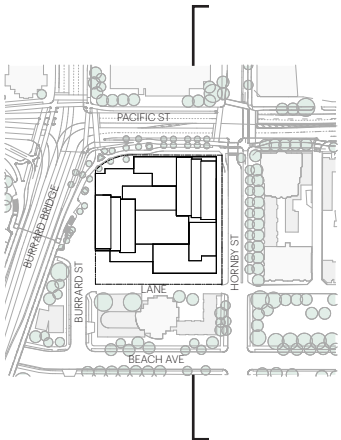
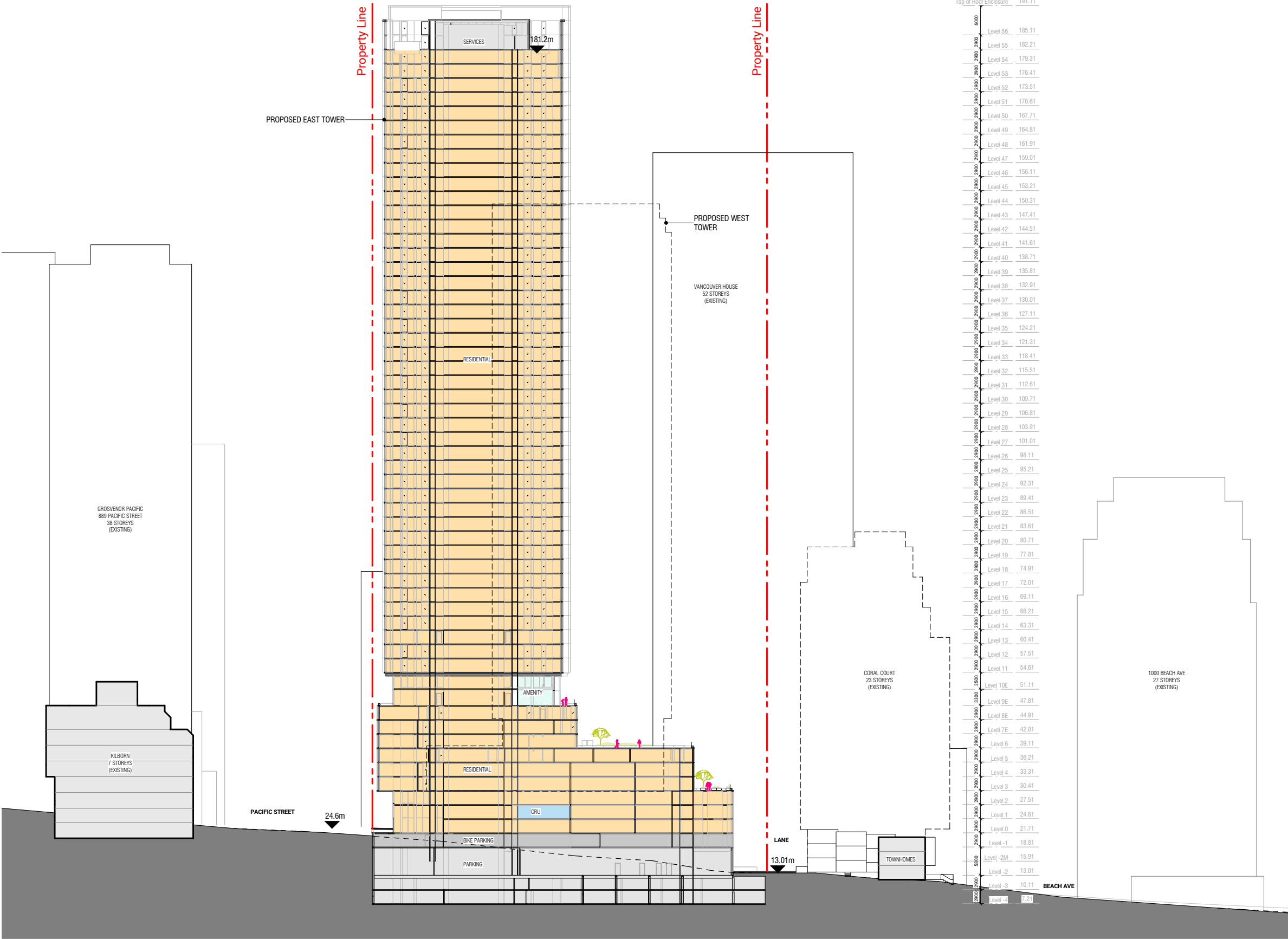


Elevation: West



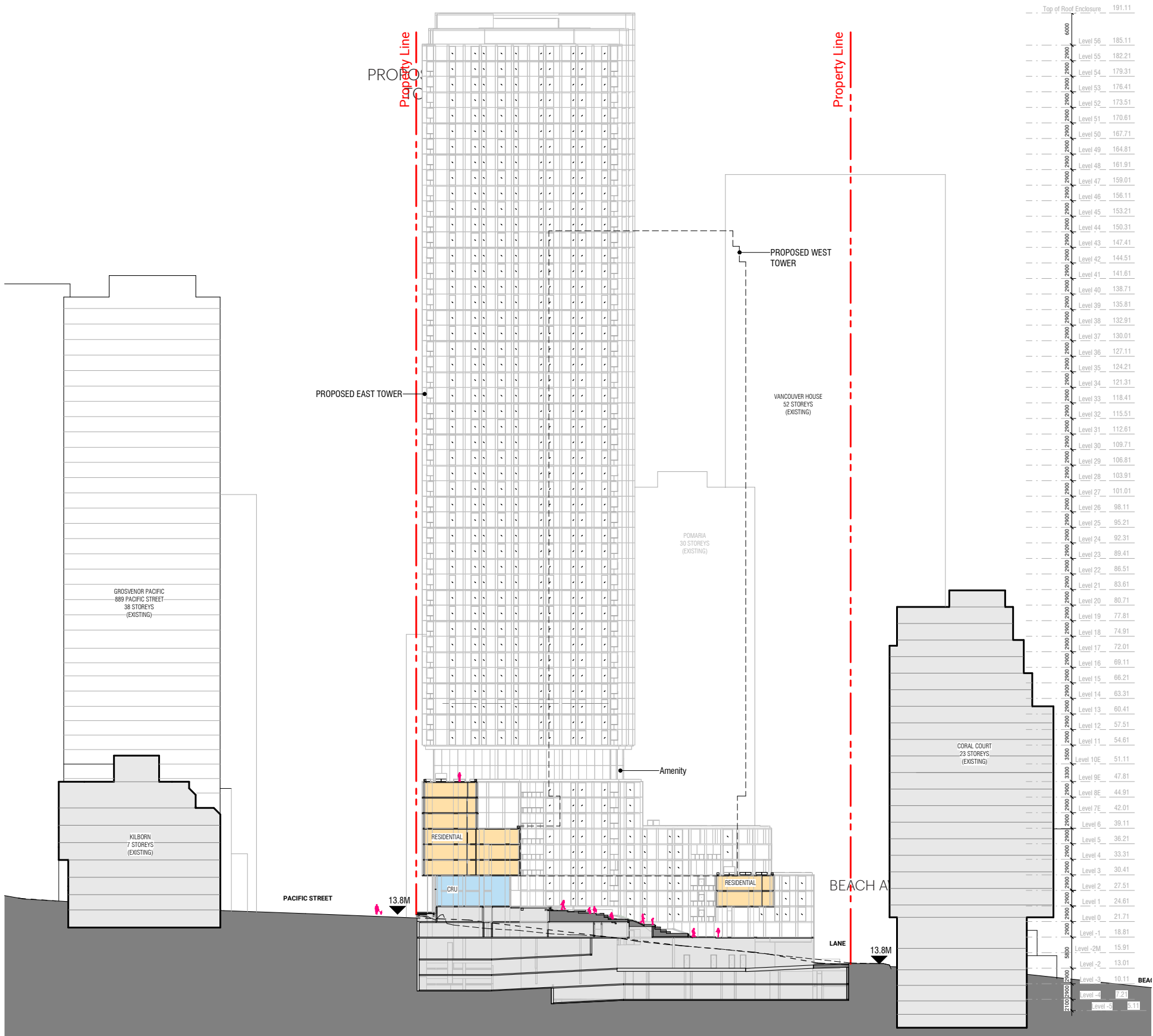


Section: North - South  
Through East Tower



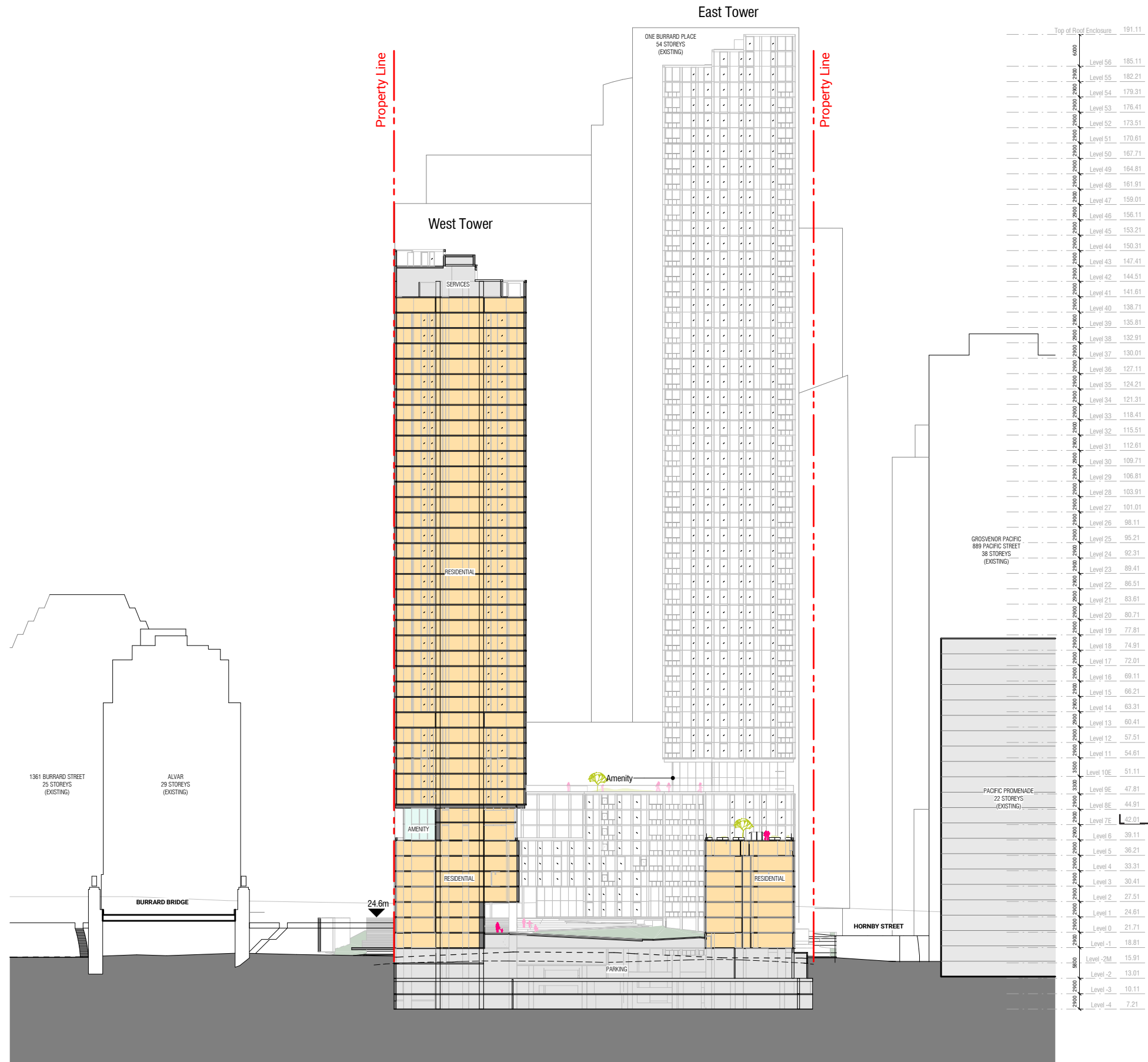


Section: North - South  
Through Courtyard



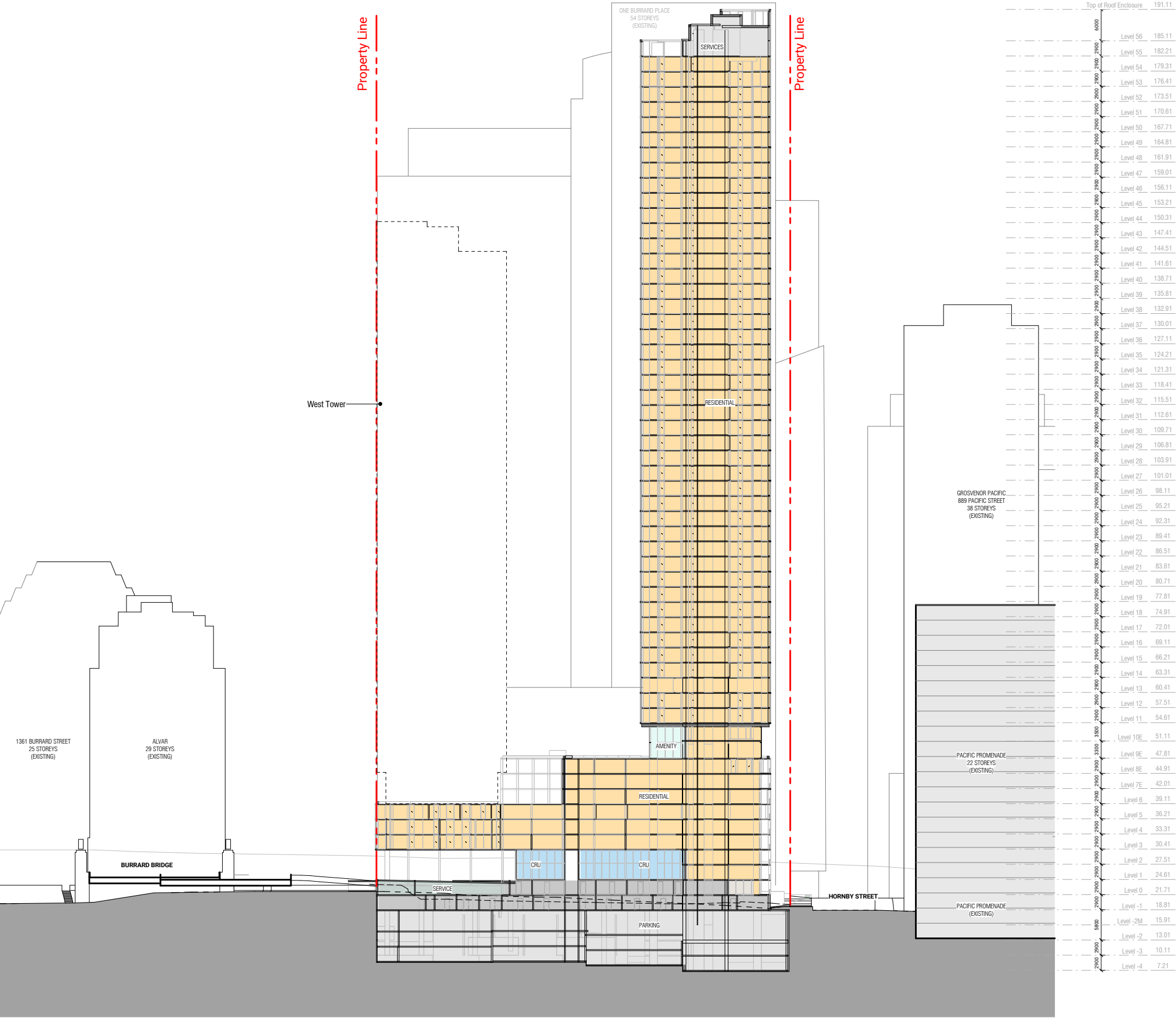


Section: East - West  
Through West Tower

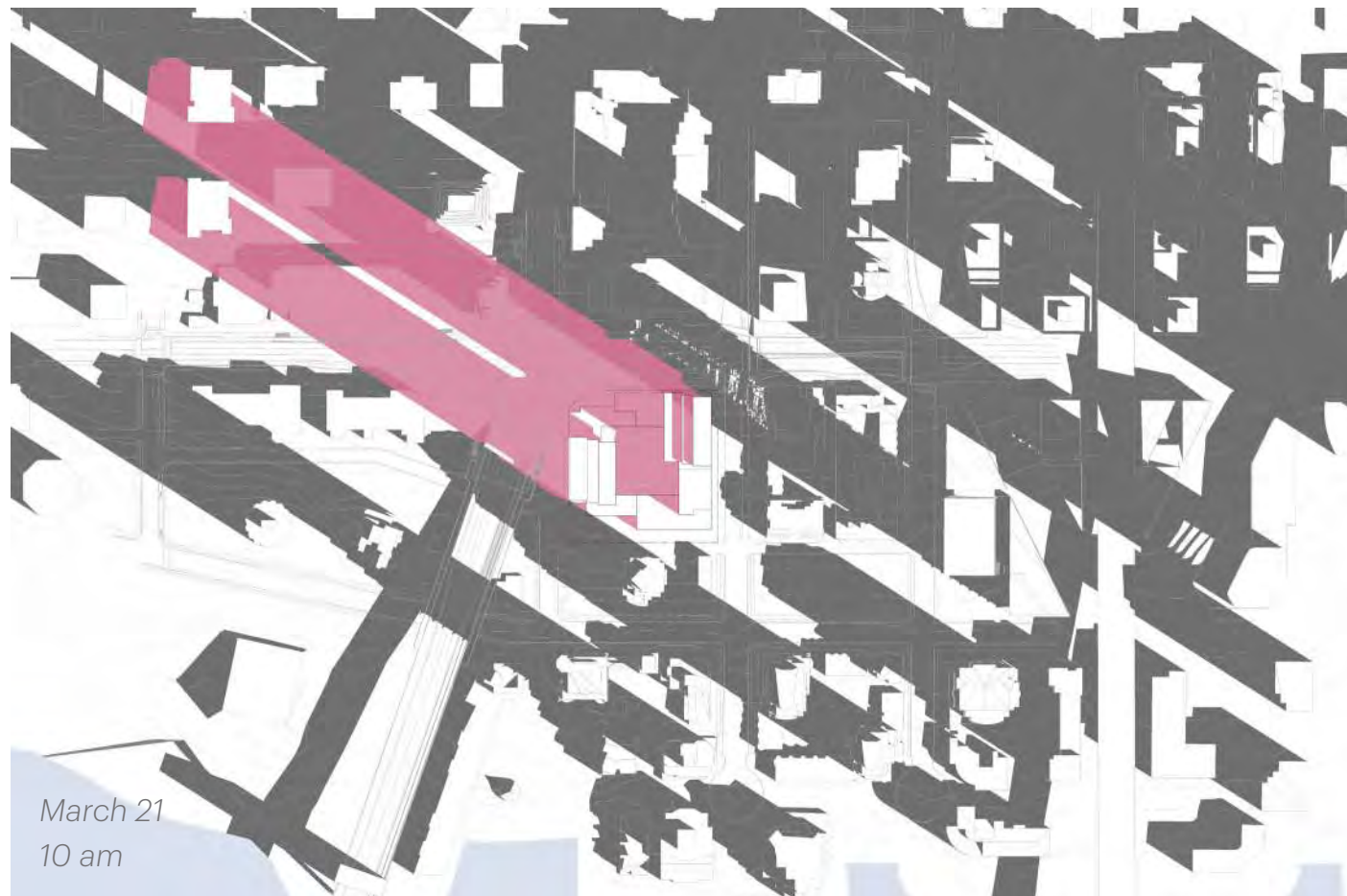




Section: West - East  
Through East Tower







March 21  
10 am



March 21  
12 pm

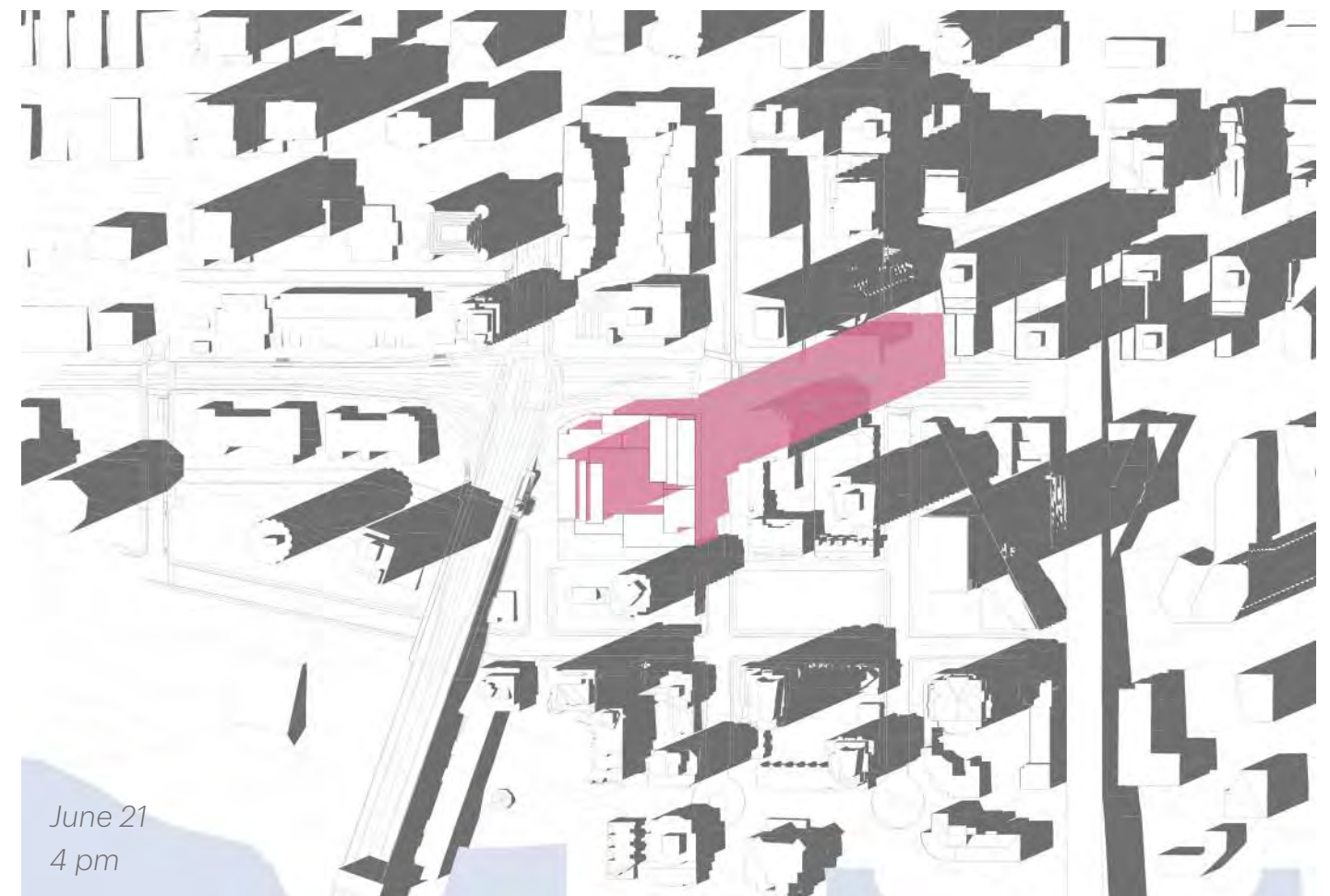


March 21  
2 pm

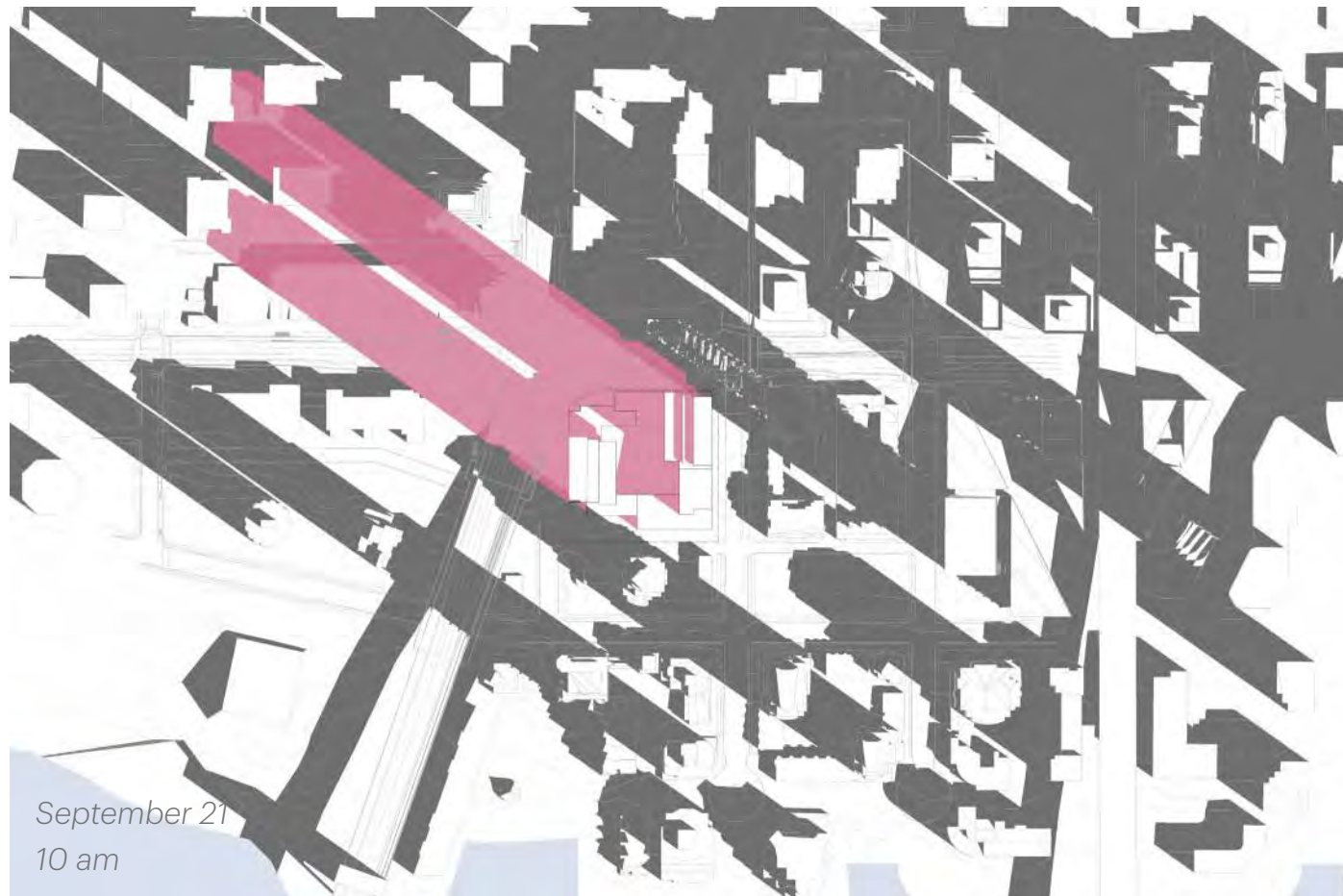


March 21  
4 pm









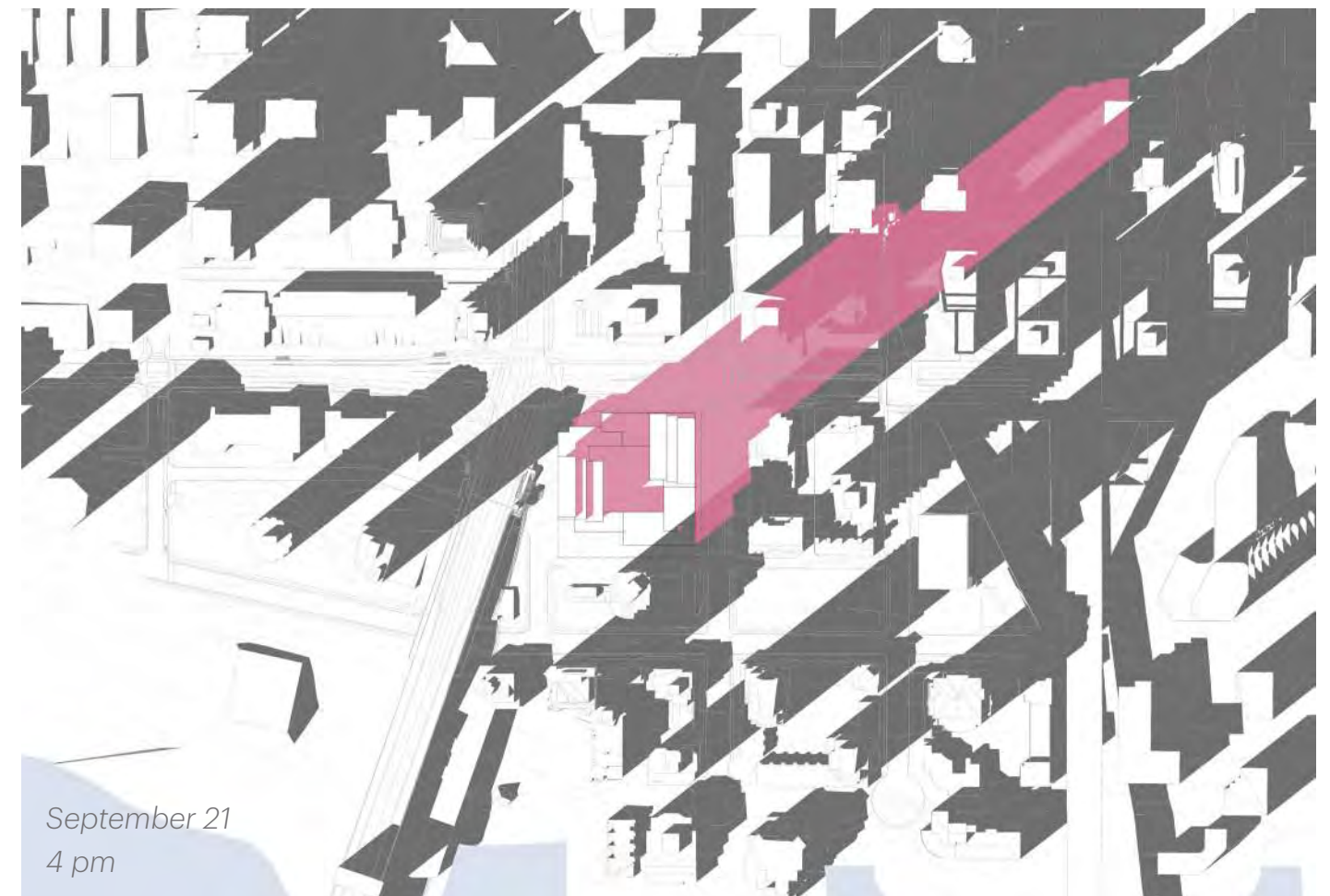
September 21  
10 am



September 21  
12 pm



September 21  
2 pm



September 21  
4 pm

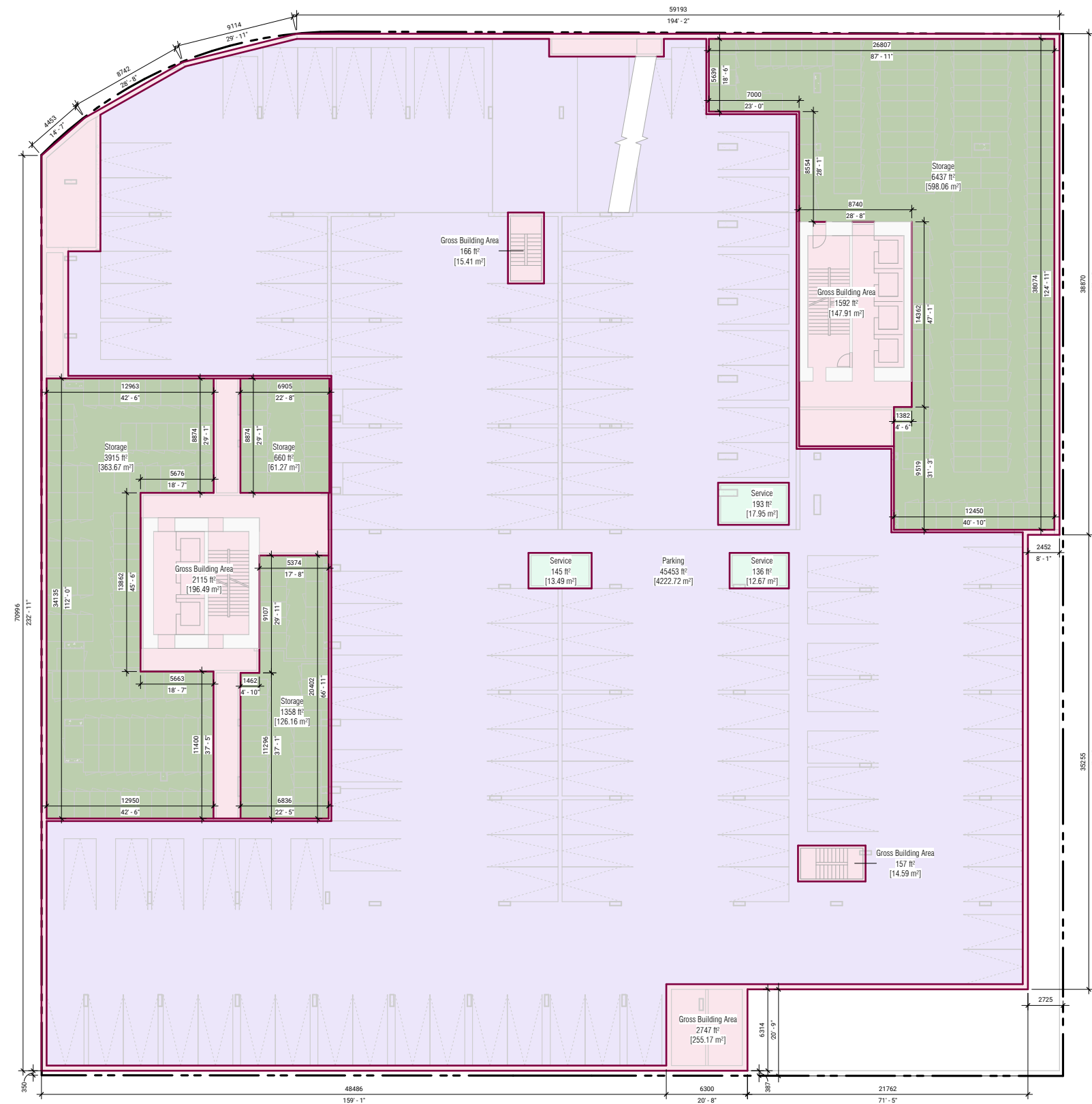


Plan: P4 / Level -4



- GROSS-UP AREA (SERVING PARKING)
- PARKING
- STORAGE
- SERVICE (BELOW GRADE)



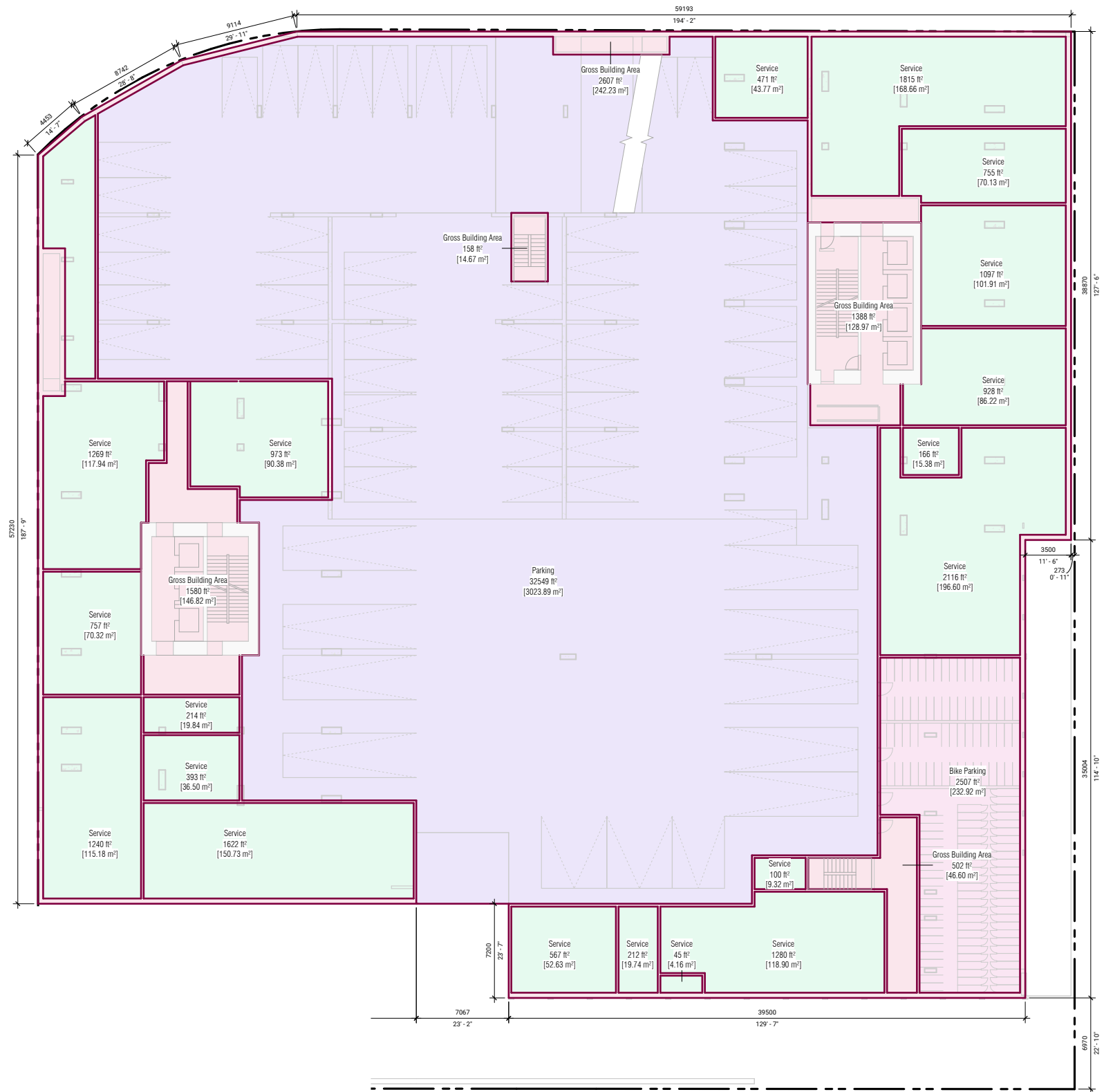


Plan: P3 / Level -3





Plan: P2 / Level -2



- GROSS-UP AREA (SERVING PARKING)
- PARKING
- PARKING - BIKE
- SERVICE (BELOW GRADE)

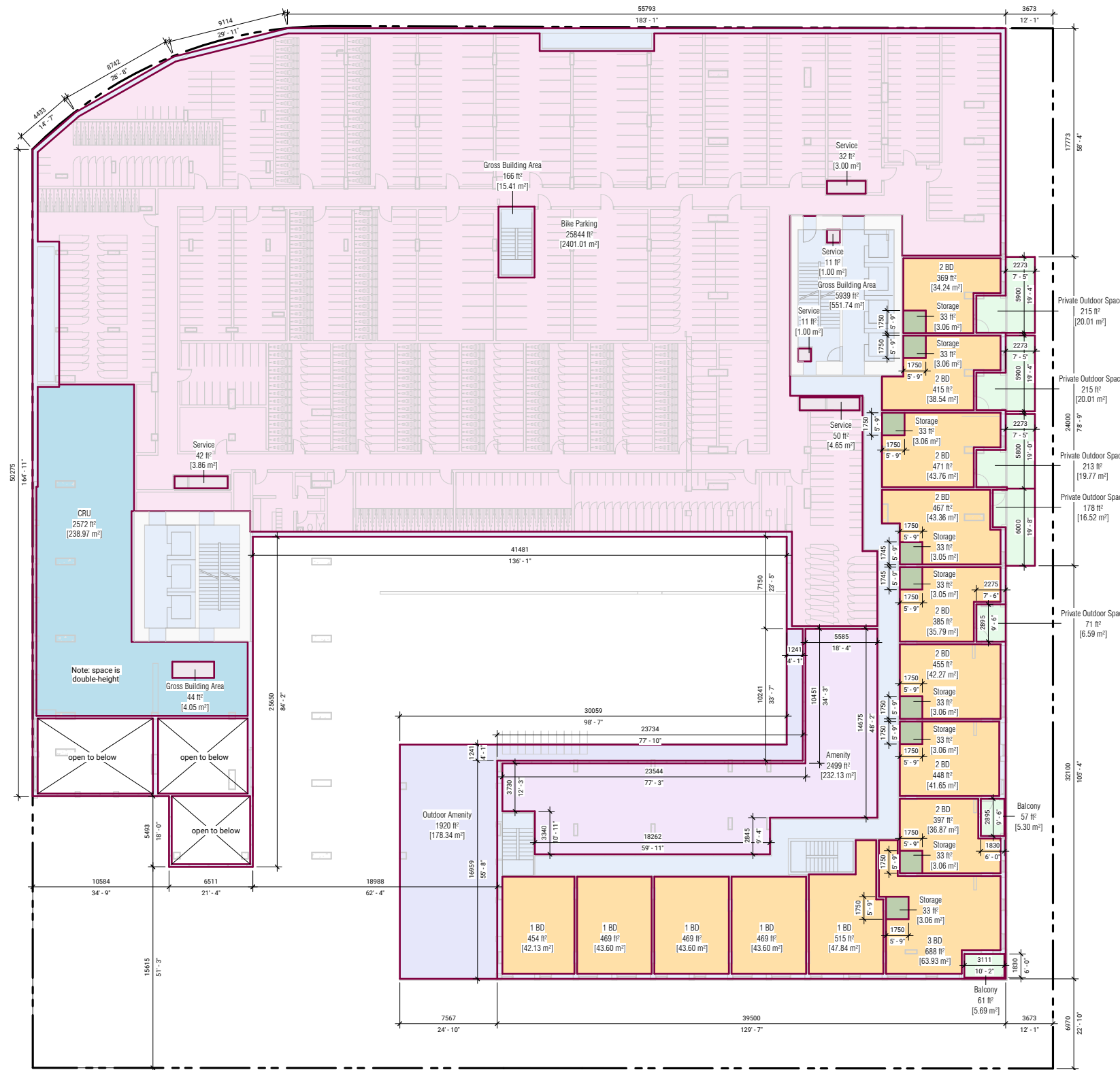








Plan: P1 / Level -1

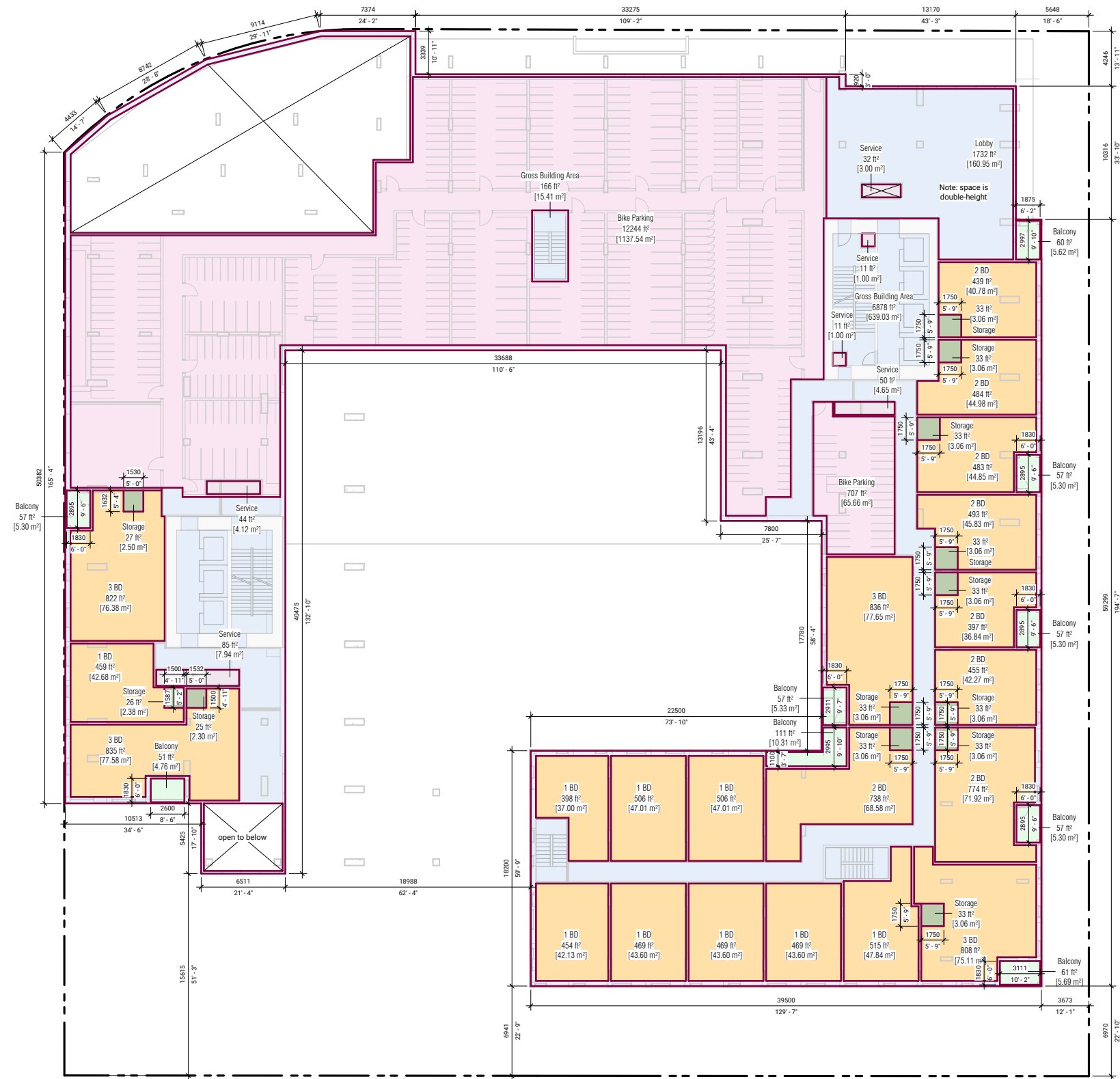


- AMENITY - INDOOR
- AMENITY - OUTDOOR
- COMMERCIAL
- RESIDENTIAL
- GROSS-UP AREA
- PARKING - BIKE
- PRIVATE OUTDOOR SPACE
- STORAGE
- SERVICE





Plan: Level 0



- RESIDENTIAL
- GROSS-UP AREA
- PARKING - BIKE
- PRIVATE OUTDOOR SPACE
- STORAGE
- SERVICE

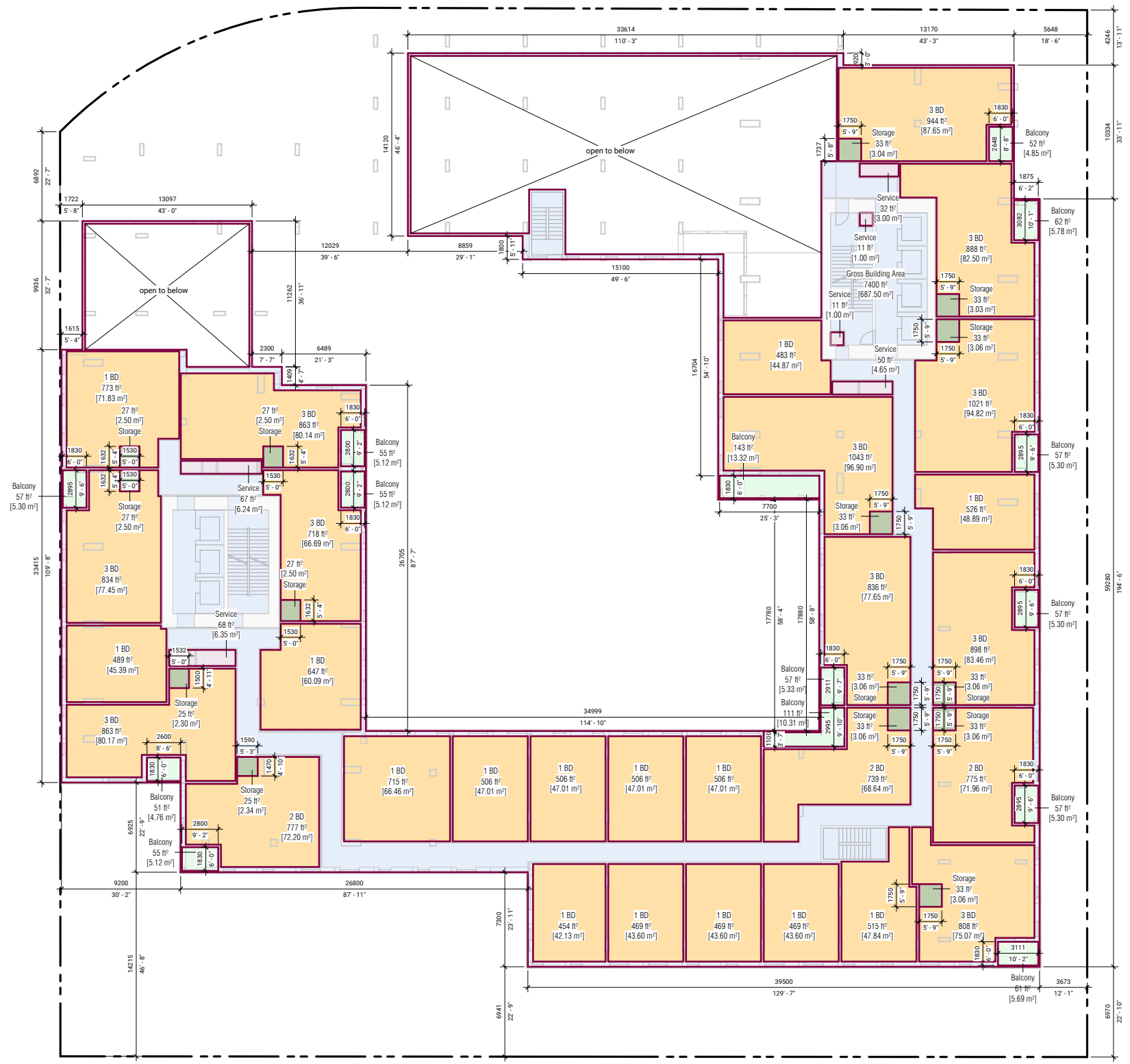








Plan: Level 2

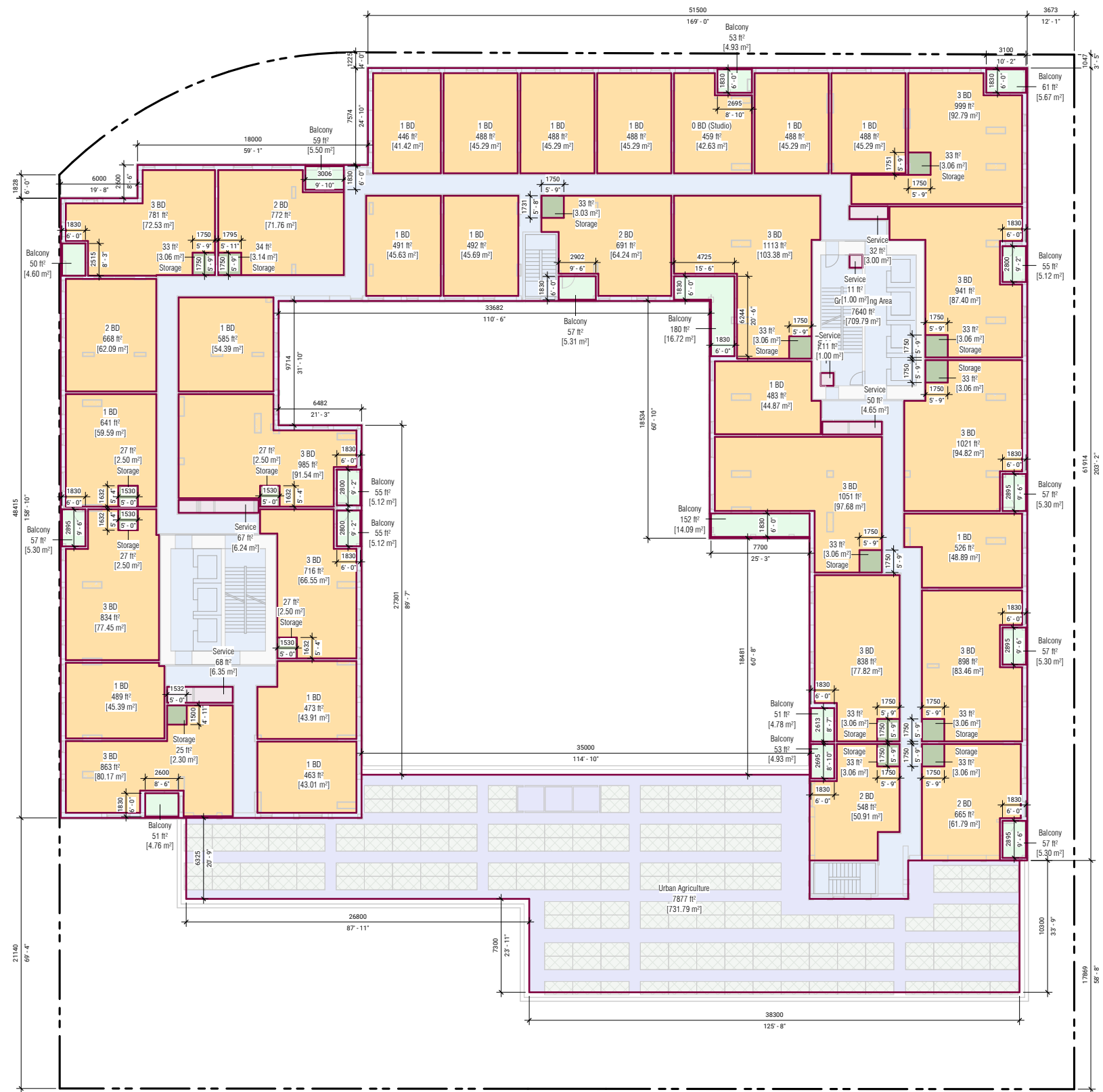


- RESIDENTIAL
- GROSS-UP AREA
- PRIVATE OUTDOOR SPACE
- STORAGE
- SERVICE





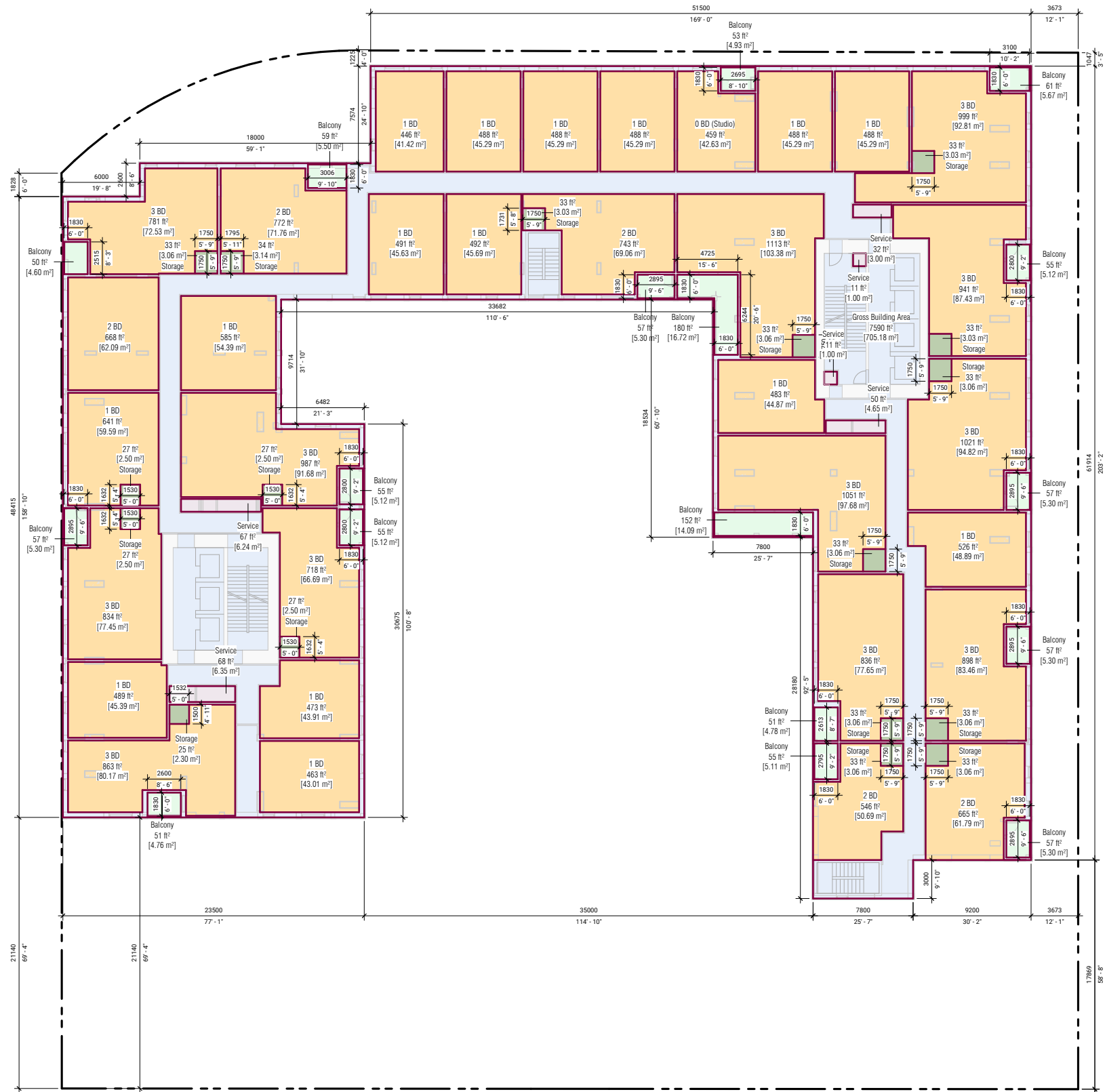
Plan: Level 3



- AMENITY - OUTDOOR
- RESIDENTIAL
- GROSS-UP AREA
- PRIVATE OUTDOOR SPACE
- STORAGE
- SERVICE

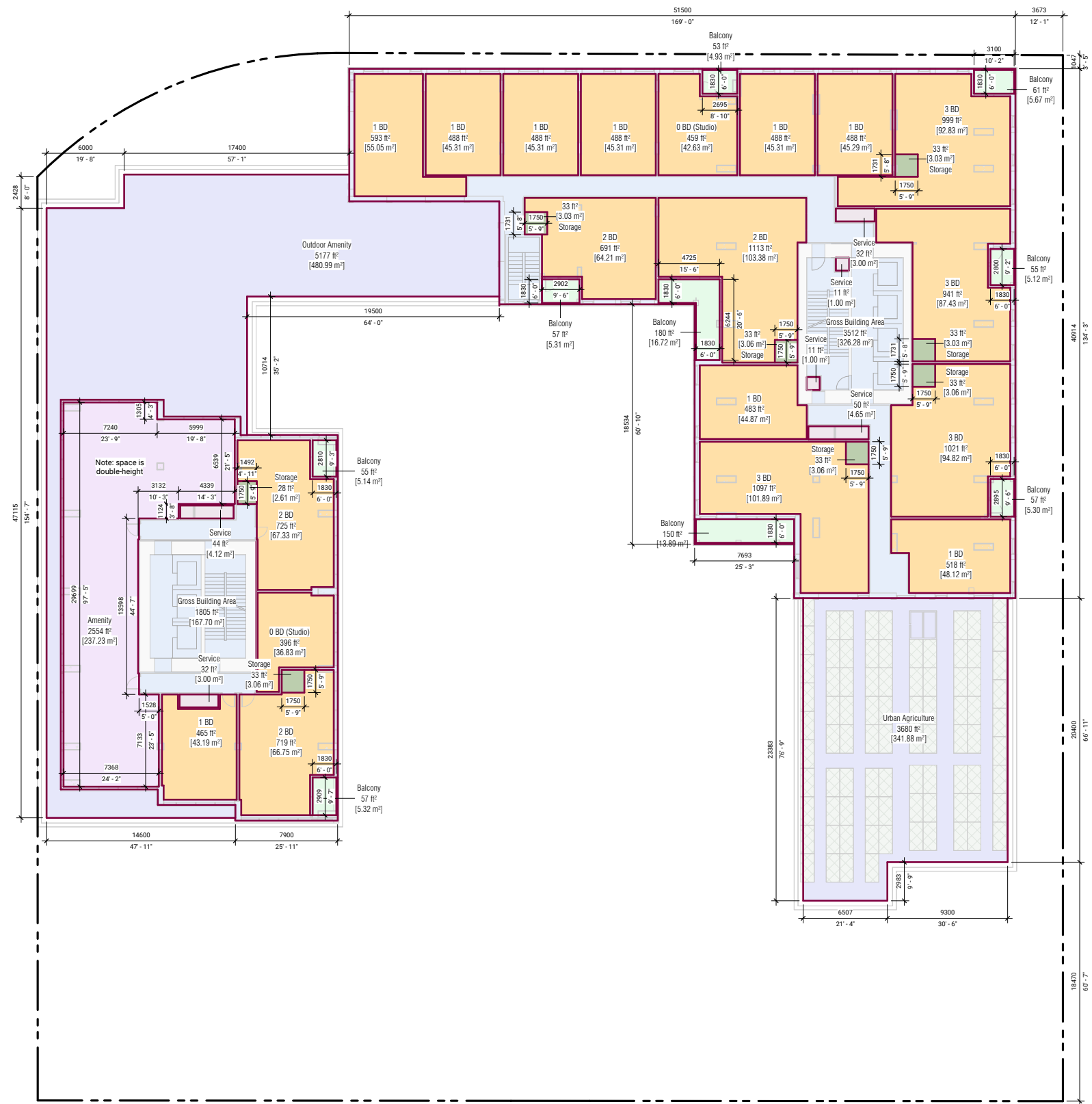


Plan: Level 4 - 5





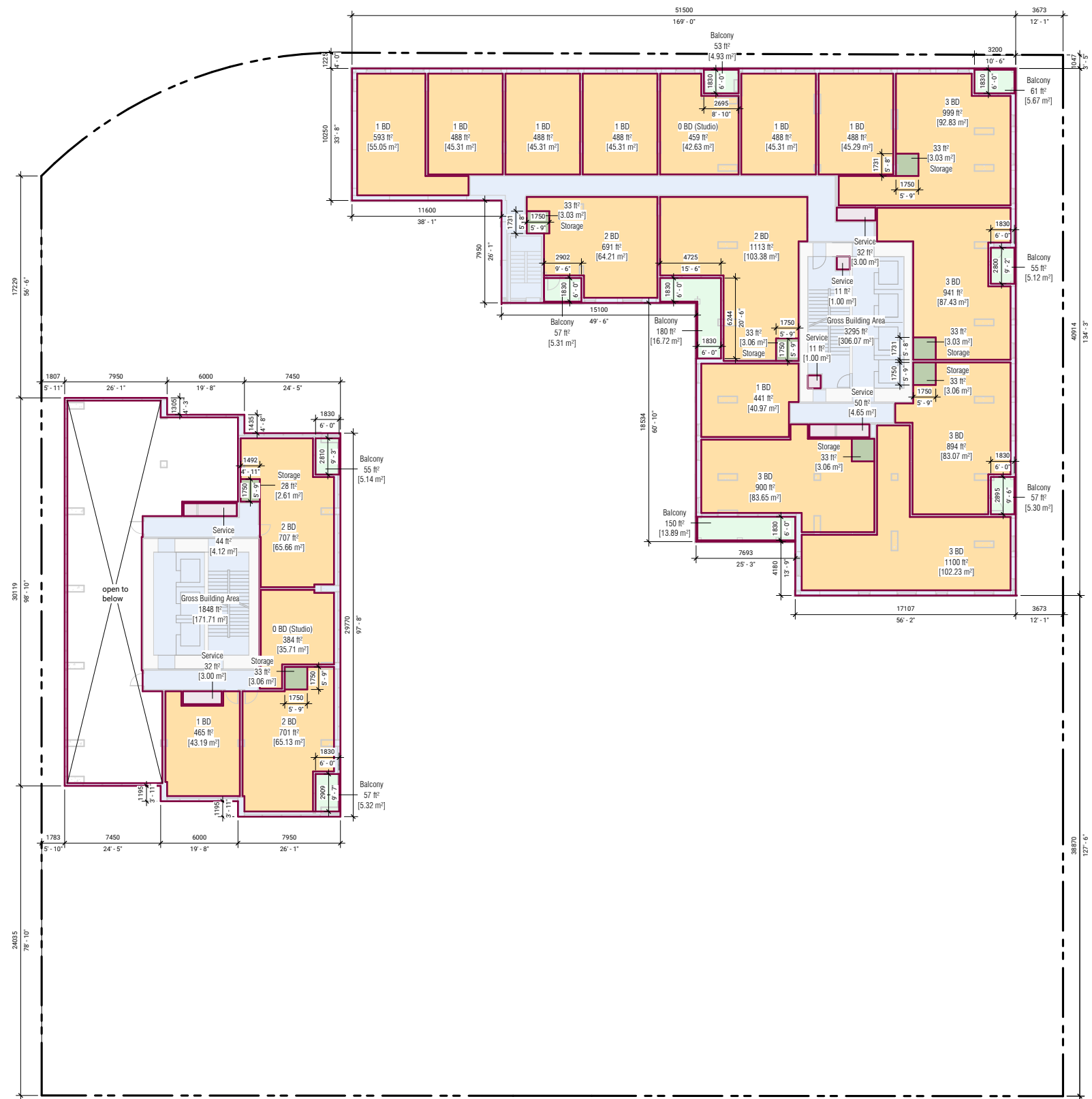
Plan: Level 6



- AMENITY - INDOOR
- AMENITY - OUTDOOR
- RESIDENTIAL
- GROSS-UP AREA
- PRIVATE OUTDOOR SPACE
- STORAGE
- SERVICE

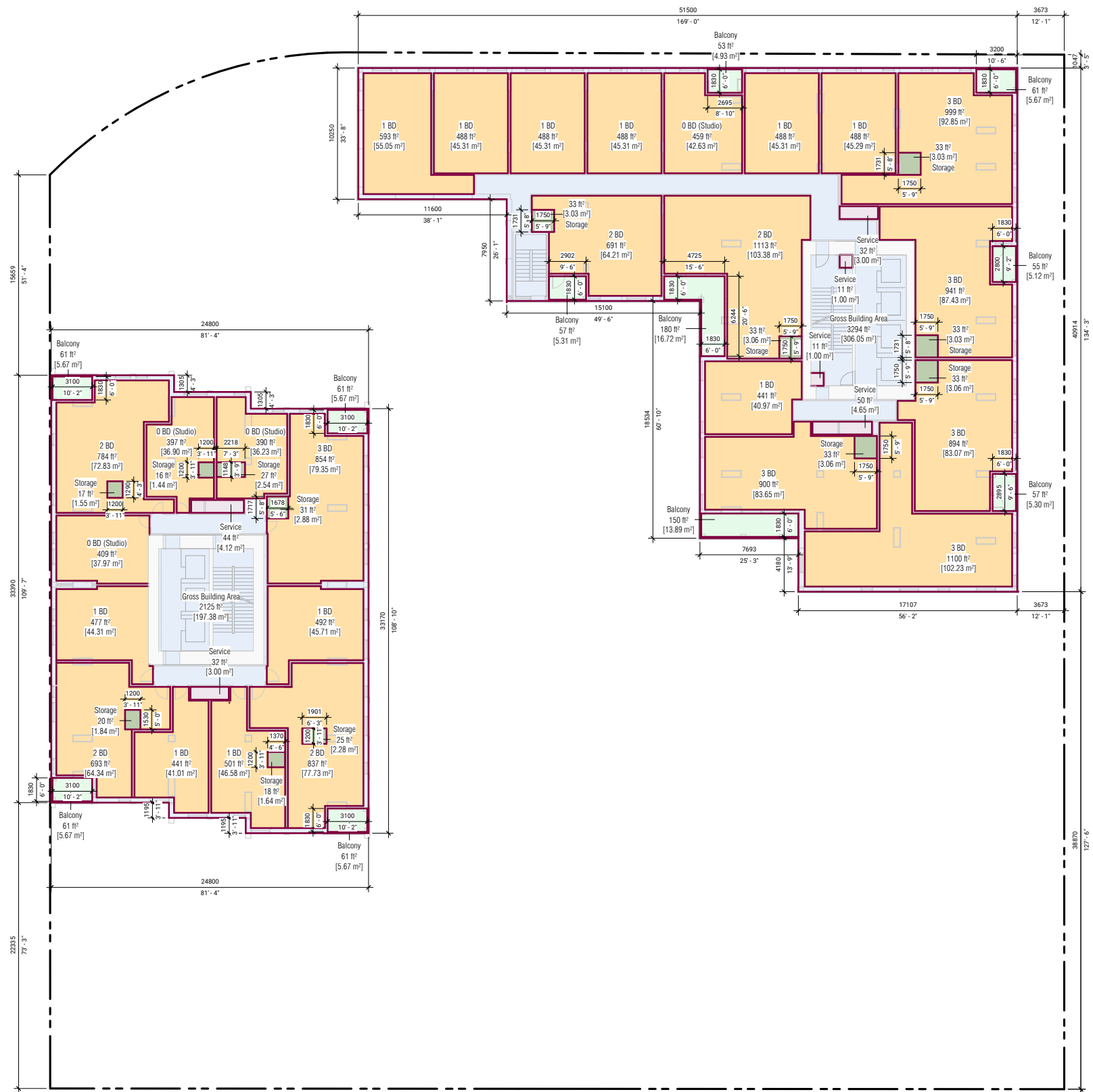


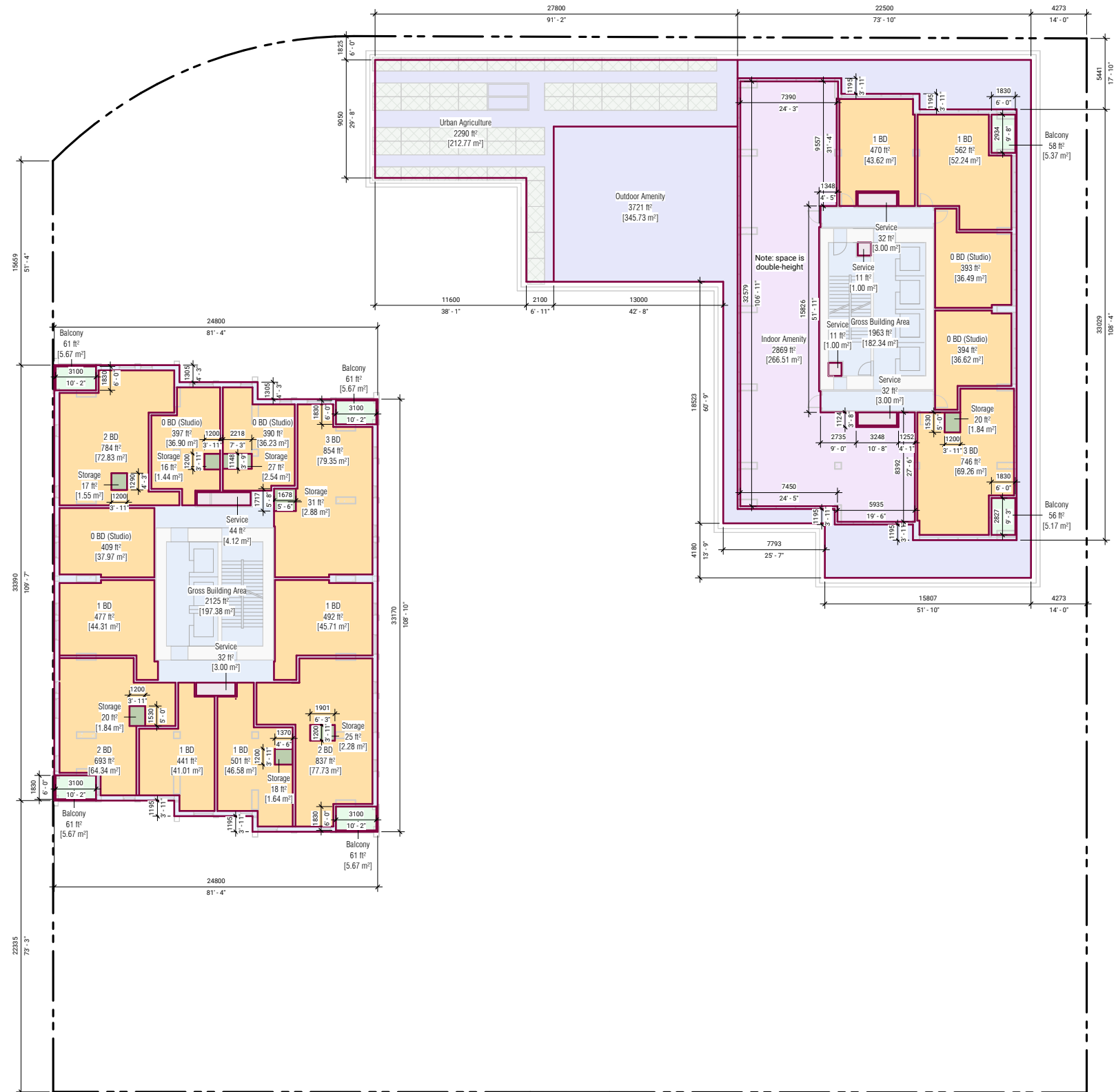
Plan: Level 7





Plan: Level 8





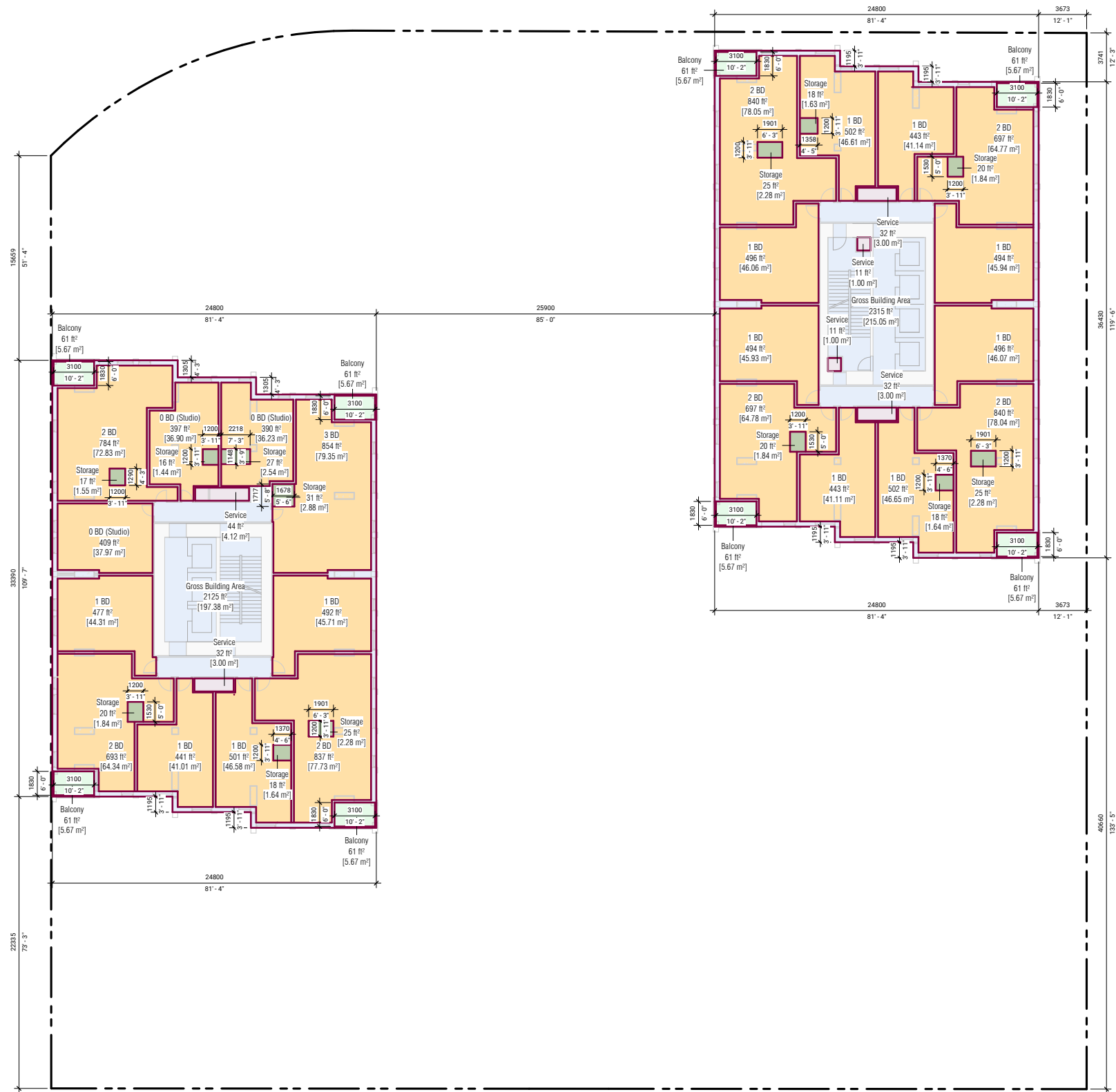
Plan: Level 9







Plan: Levels 11-40



- RESIDENTIAL
- GROSS-UP AREA
- PRIVATE OUTDOOR SPACE
- STORAGE
- SERVICE

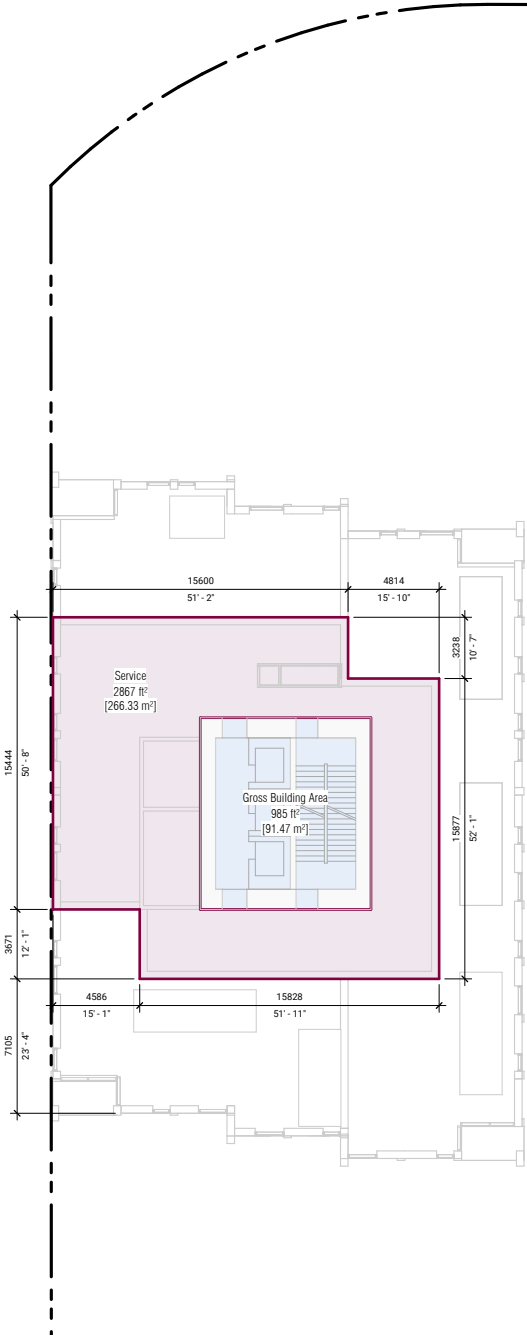




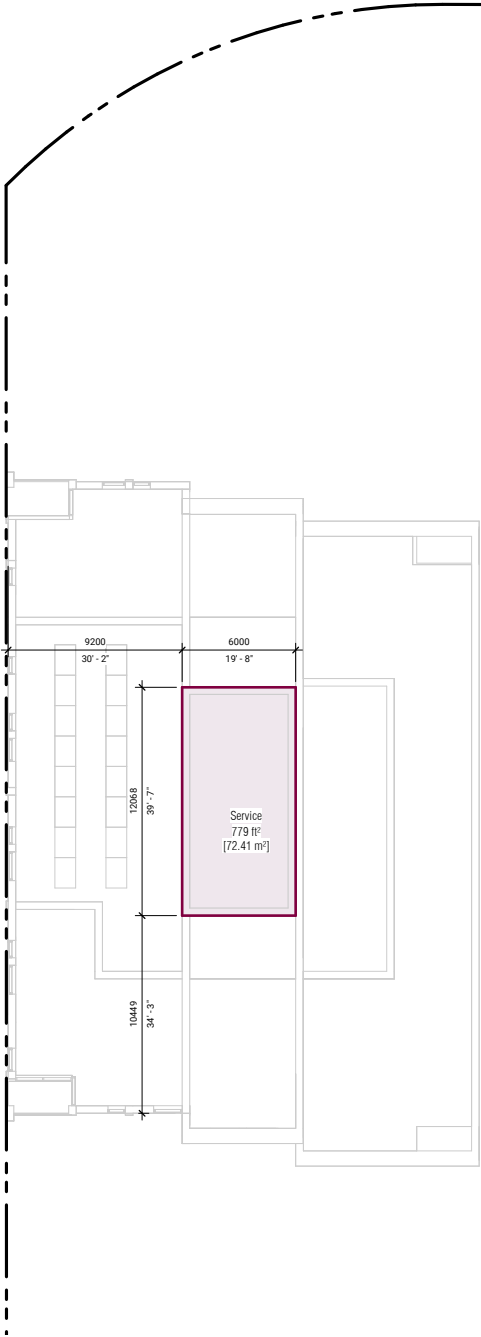
- RESIDENTIAL
- GROSS-UP AREA
- PRIVATE OUTDOOR SPACE
- STORAGE
- SERVICE

Plan: Levels 41-42

Level 41



Level 42



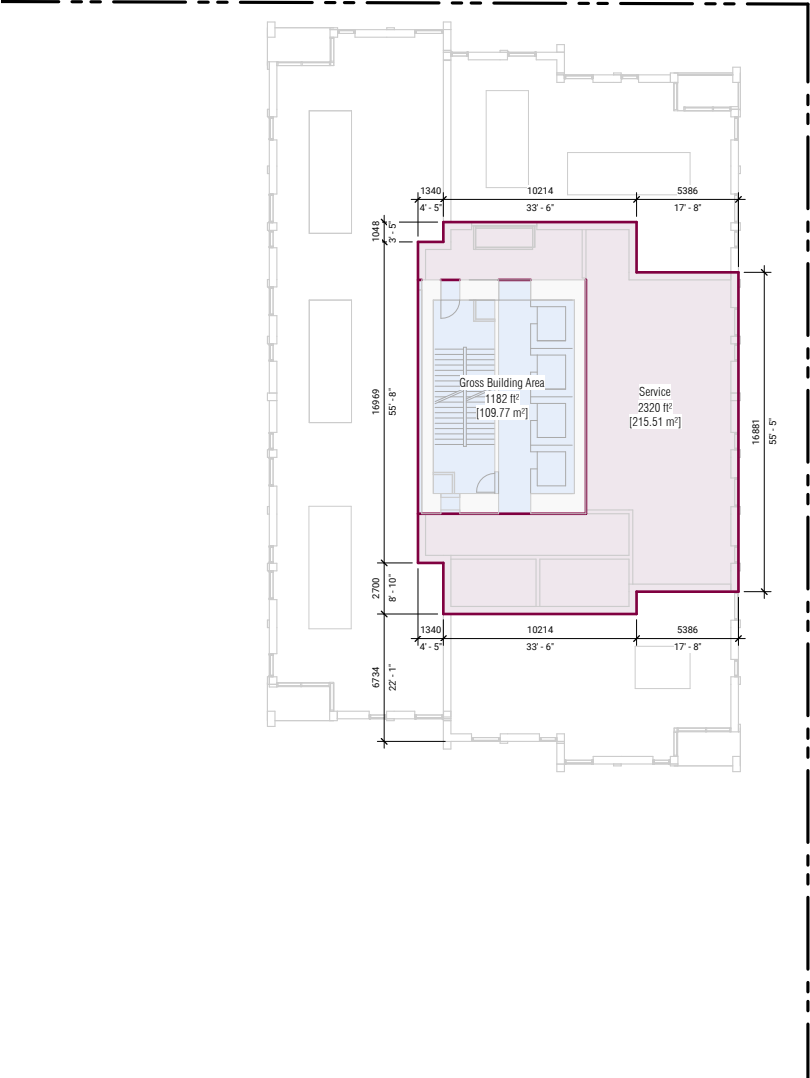


Plan: Levels 43-54



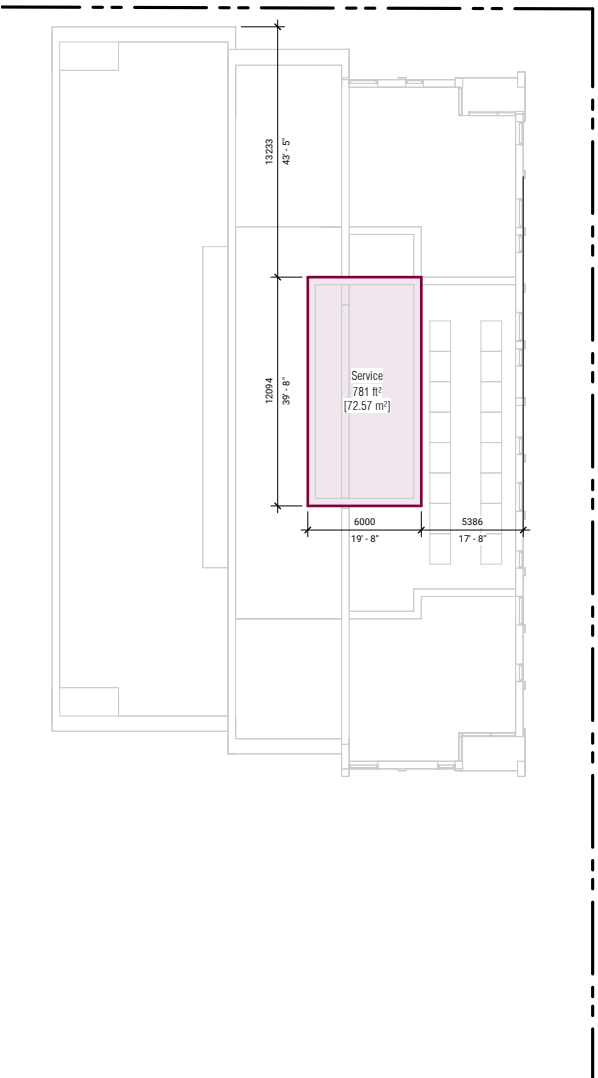


GROSS-UP AREA  
SERVICE



Plan: Levels 55-56

Level 55



Level 56

