

14 June, 2022

# 848 Seymour Street Hotel Application For Rezoning



Paul Y. Construction (B.C.) Ltd.

Perkins&Will



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# 1.0 Introduction

# 1.1 Project Team

## Paul Y. Construction (B.C.) Ltd.

### Applicant

Paul Y. Construction (B.C.) Ltd. is a private company wholly owned by the Tso family which originated from Hong Kong. For over 70 years, the family has been active in civil engineering and building construction, real estate investment and development. In both Hong Kong and Singapore, the company has built landmark buildings including many hotel developments. Civil engineering contracts have included significant public infrastructure construction projects in both cities.

In Vancouver, Paul Y. Construction (B.C.) Ltd. was established to engage in real estate investment and development, including a residential development of townhouses and apartments that spearheaded the successful land optimization plan for the University of British Columbia.



# 1.1 Project Team

## FORME

### Development Manager

Forme Development is a progressive, boutique real estate development studio. Our passion is creating community integrated projects that are thoughtfully designed to elevate and enhance the daily lives of people families and the neighborhood in which they live.

Understanding the heart and soul of the community and neighborhood forms the base upon which we begin the creative process. We engage in a methodical process of thoughtful design that strives to incorporate elements that elevate and enhance the daily lives of people and families.

With each project we are committed to creating timeless architecture that endures and contributes to a high quality of life for its communities.



↑  
Harmony  
Los Angeles, CA

## Perkins&Will

### Architect

Since 1935, Perkins&Will have believed that design has the power to make the world a better, more beautiful place.

At our Vancouver studio, a culture of collaboration fosters our creativity: we are one team with a common set of goals and values. We live by the ideals of beauty, simplicity, functionality, and sustainability.



↑  
Marine Gateway Development,  
Vancouver, British Columbia

<b>Structural Engineer</b>	Fast + Epp
<b>MEP</b>	Smith + Anderson
<b>Sustainability</b>	FootPrint
<b>Transportation</b>	Bunt & Associates Engineering
<b>Building Envelope</b>	RDH
<b>Elevator Consultant</b>	Gunn
<b>Code</b>	LMDG
<b>Waste Management</b>	Target Zero Waste

# 1.2 Rezoning Intent

Paul Y Construction and Forme Development are submitting to the City of Vancouver this rezoning application for a new lifestyle hotel in Downtown Vancouver at 848 Seymour Street.

The site is situated within the DD zoning district, and lies within the Central Business District Shoulder (C3) area. The proposed rezoning supports the Metro Core Jobs & Economy Land Use Plan by transforming an existing mid-block surface parking lot into much needed hotel rooms for Metro Vancouver.

**This proposal is highly beneficial to the City of Vancouver in delivering valuable, sustainable, and urgently needed hotel rooms downtown.**

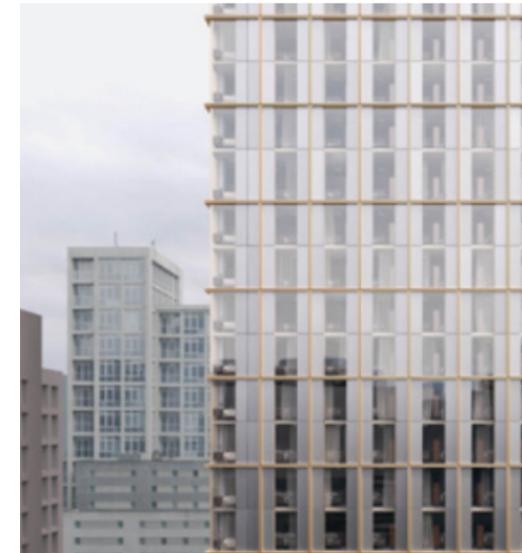
The project promotes and builds upon the City's goals, increases jobs in Metro Vancouver, and improves the public realm while introducing an architecturally progressive landmark to the City.



### THE NEED FOR HOTEL

Situated within the cultural, entertainment, and shopping centre of Metro Vancouver, it is in a prime location for visitors and tourists to the City. At a time when the city is in the midst of a hotel crisis, 848 Seymour will help a tourist industry that suffers from a substantial lack of supply and variety. This major development will bring jobs to local construction and hospitality sectors, while providing needed accommodations to support tourism and business travel.

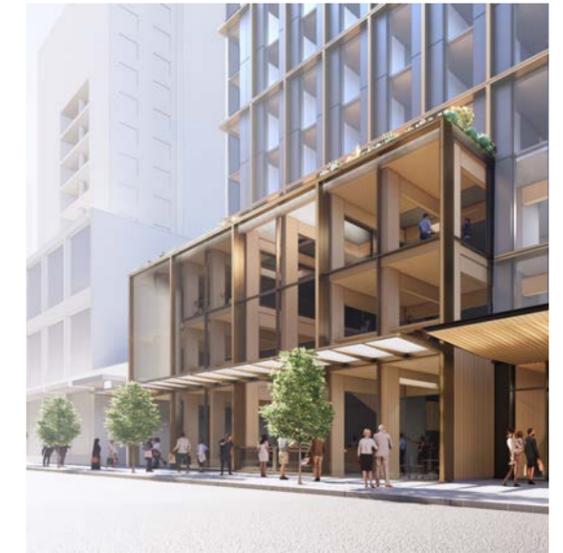
**At 30-storeys tall (317 ft) this development would bring 393 hotel rooms to downtown Vancouver, while respecting relevant view cones.**



### DENSITY ON A MODEST SITE

Locating much needed hotel rooms within downtown Vancouver, in such an important location, demands certain density in order to make the project viable and a success for the City. This is a challenging and tight urban building site, as such design considerations have been given to site access, building setbacks, and building separation requirements.

**Placing appropriate density on this empty site contributes to the urban fabric of the city.**



### ACTIVATING THE PUBLIC REALM

The project proposes a meaningful improvement to the urban realm of Downtown Vancouver. The form infills the existing fabric of Seymour Street with a highly visible and activated podium design. The intention is to draw both guests and locals to the mid-block site, and extend the vibrancy of nearby Robson Street with a transparent and inviting hotel presence.

**The project provides a meaningful improvement to the urban realm of Downtown Vancouver.**

# 1.3 Project Goals

## Support CoV's Economic & Planning Goals



Support immediate and long term CoV policies in the tourism and economic sectors, specifically the Metro Core Jobs and Economy Land Use Plan, City Core 2050 Vision, and the Interim Hotel Development Policy.

## Optimize Valuable Land in Downtown Vancouver



Transform and densify an underdeveloped existing surface parking lot into a valuable contributor to the City's tourism and job industry in the heart of downtown Vancouver.

## Enhance the Public Realm.



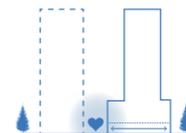
Create a continuous street front where it's currently interrupted. Frontage along Seymour will be activated by hotel amenities with an architecture that promotes transparency and inclusivity.

## Celebrate Place.



Create a new Vancouver landmark in downtown through high calibre architecture, planning and programming.

## Activate the Lane.



Activate the lane with a hotel guest drop-off zone, thereby improving its safety and usability.

## Showcase a new model.



Provide more choices and supply in Vancouver's hotel stock with both economical micro-hotel rooms and traditional rooms.

# 1.4 New Hotel - An Opportunity for the City of Vancouver

According to Destination (formerly Tourism) Vancouver's commissioned report Economic Analysis of Hotel Supply and Projected Demand:

"From 2020 to 2030, the annual hotel room night demand in Metro Vancouver is projected to increase from 7.5 million nights to 8.8 million room nights. Over the same period, however, the hotel room night supply is projected to remain essentially unchanged. This will mean an increasing number of visitors will be unable to find hotel accommodation, especially in the summer months when demand is highest."

The study noted that an addition of 400 hotel rooms to the City by 2025 would result in the following economic benefits:

- + 470, 688 room nights
- + \$213.5 million of Expenditures
- + \$87.6 million of GDP
- + 1,353 full-time employment
- + \$41.7 million of tax revenues

## STRAIGHT TALK

**"Vancouver explores new forms of hospitality and housing tenure as**

**hotel rooms disappear"**

June 26th, 2019

## WESTERN INVESTOR

**"Vancouver's hotel crunch set to drive up room rates"**

August 28th, 2019

## VANCOUVER SUN

**"Demand for Vancouver hotel rooms is outpacing supply"**

May 28th, 2019

## TRAVEL PRESS

**"Vancouver tourism growth spurs need for more hotel rooms"**

January 9th, 2020

NEWS VENTURE DEVELOPMENT POLITICS OPINIONS CITY HALL URBANIZED

## Opinion: Vancouver's severe hotel room shortage looms over tourism recovery

Guest Author | Nov 23 2021, 2:56 pm



Rosewood Hotel Georgia in downtown Vancouver. (Shutterstock)

Written for Daily Hive Urbanized by Sarah Kirby-Yung, a Vancouver City Councillor and former tourism industry executive.

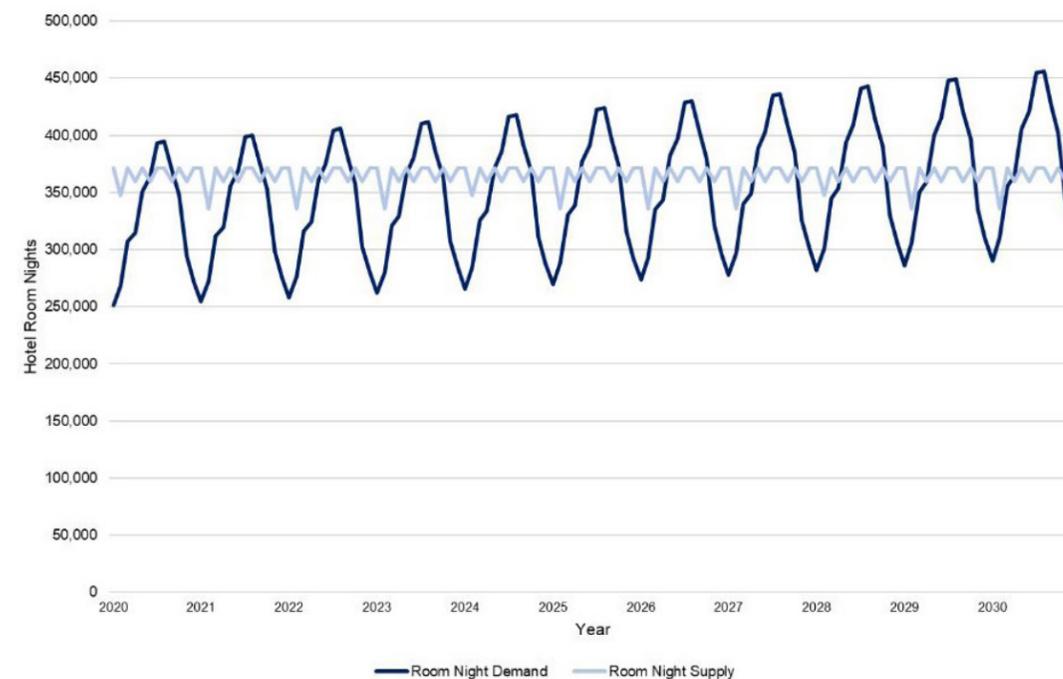
# 1.4 New Hotel - An Opportunity for the City of Vancouver

The City of Vancouver's *Interim Hotel Development Policy* noted that as early as 2012, the increases in annual visitors and the net loss of hotel rooms have resulted in a growing supply gap. Since the 2018 report, multiple factors have further decreased the supply of accommodations in Vancouver:

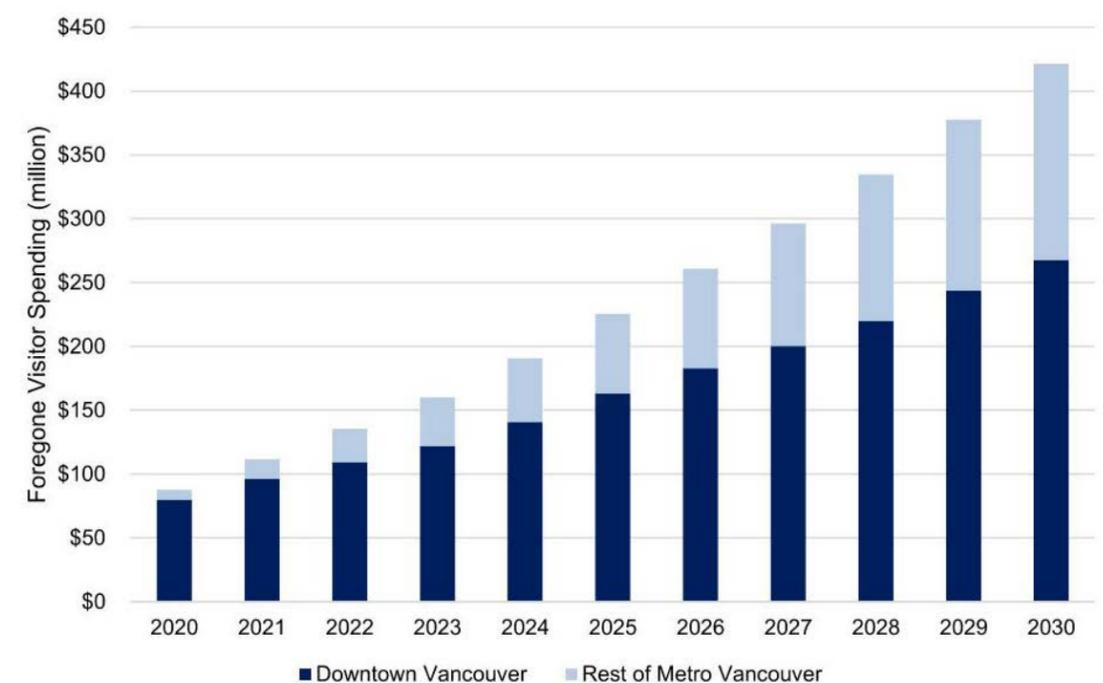
- **The permanent conversion of low to mid-range hotel rooms to social housing and shelters**
- **The closure of the Trump Tower and Four Seasons, though temporary**
- **Legislation by the Council in 2017 to restrict short-term rentals to protect long term rental supply**

It is imperative that a significant supply is provided to replenish and grow the hotel room stock. Already, the hospitality sector is showing a steady recovery with hotel occupancy rates now surpassing 2019.

**Hotel Room Night Supply and Demand in Metro Vancouver from 2020 to 2030**



**Projected Foregone Visitor Spending in Downtown Metro Vancouver and the Rest of Metro Vancouver from 2020 to 2030**



SOURCE: "Tourism Vancouver - Economic Analysis of Hotel Supply and Projected Demand in Vancouver" - September 2019, MNP  
Numbers based off of the economic impact of a 393 room hotel over an 18 month period.

# 1.4 New Hotel - An Opportunity for the City of Vancouver

## 1.4 LETTER OF SUPPORT FROM DESTINATION VANCOUVER



June 10, 2022

Andrea Law  
General Manager of Development, Building and Licensing  
City of Vancouver  
515 West 10<sup>th</sup> Avenue  
Vancouver, BC V5Z 4A8  
Via Email: [Andrea.law@vancouver.ca](mailto:Andrea.law@vancouver.ca)

Dear Ms. Law,

**Re: Rezoning and Development Permit Application for 848 Seymour Street Hotel**

Paul Y (BC) Construction Ltd and Forme Development have advised Destination Vancouver of their intention to submit a rezoning application for a 393-room hotel at 848 Seymour Street.

We support this application and encourage the City of Vancouver to consider an expedited approval process. This additional capacity is much needed to replenish the hotel stock in the City. The proposed project will have direct benefits for the growth of the hospitality sector in Vancouver's city core.

The City's *Interim Hotel Development Policy* noted that increases in annual visitors and the net loss of hotel rooms have resulted in a growing supply gap. In 2018, the City's supply of 13,925 hotel rooms was already reflecting a trend of hotel room inventory loss. Since that 2018 report, the permanent conversion of low- to midrange hotel rooms to social housing and shelters, and the closure of the Trump Tower and Four hotels, have further decreased the supply of visitor accommodations in Vancouver.

In September 2019, Destination Vancouver commissioned the research firm MNP for a study on the Economic Analysis of Hotel Supply and Projected Demand in Vancouver. This study built on our *Tourism 2030 Scenario* report which projected a continued growth in visitor volume from 2018 through to 2030 from 10 million annual visitors to 13.4 million annual visitors. The study modelled how a 400-room hotel built by 2025 was estimated to have cost downtown Vancouver a cumulative \$213.4 million in unrealized visitor spending, 2,600 full-time jobs and \$41.7 million in tax revenue by 2030. Consequently, every year that there is a delay on the delivery of a hotel of this scale, it results in a significant foregone GDP, jobs and tax revenue.

The hospitality sector is showing signs of a steady recovery, with hotel occupancy rates now close to 2019 levels, and multiple conferences rebooked for 2022 and 2023. But increased supply and increased variety in the types of hotel rooms available for visitors is fundamental for Vancouver to have a viable supporting infrastructure when competing internationally for conferences or major events such as the 2026 FIFA World Cup.

There are increasing challenges in securing sufficient hotel room blocks in Vancouver for conferences and events to be competitive with other major destinations.

Destination Vancouver supports the development of 848 Seymour Street as a hotel, and that Paul Y (BC) Construction Ltd and Forme Development's request for an expedited rezoning and development approval within 18 months also be approved.

We look forward to a process that will enable the prompt addition of

These 393 new hotel rooms are essential to Vancouver's visitor economy. The economic and community benefits are clear for the City of Vancouver and its residents. Thank you for the opportunity for Destination Vancouver to voice its support at this stage of the proposed hotel development.

Regards,

A handwritten signature in blue ink, appearing to read "Gwendal Castellan".

Gwendal Castellan  
Manager, Sustainable Destination Development

# 1.5 Economics

## THE ECONOMIC VALUE OF 1 YEAR

Bring hotel rooms to market 1 yr earlier with an expedited City approval process .

The potential economic loss in forgone hotel room demand in 1 year in Metro Vancouver between 2026 and 2027.



- Less 443 of Full-time Employment
- Less \$51.7 Million of Output (Total Gross Value of Goods and Services)
- Less \$28.6 Million of GDP (Additional value of Goods & Services over the cost of inputs)
- Less \$6.9 Million of Total Tax Revenue from all taxes

*SOURCE: "Tourism Vancouver - Economic Analysis of Hotel Supply and Projected Demand in Vancouver" - September 2019, MNP  
Numbers based off of the economic impact of a 393 room hotel over an 18 month period.*

## 1.6 FIFA 2026

**According to the BC Ministry of Tourism, FIFA will “increase tourism dollars by \$1 billion during and within 5 years of the event.”**

Toronto’s analysis for hosting five FIFA matches is a good comparison for Vancouver - the report estimates that the event would bring 3,300 jobs, and 174,000 overnight visitors paying for over 292,000 rooms. This has the potential for substantial revenues when considering Vancouver’s 17.5% hotel room tax.

Providing both supply and variety in the types of hotel rooms is fundamental for Vancouver to have a competitive edge when competing internationally for conferences or special major events, like FIFA 2026.

One major hurdle is the challenge of securing hotel room blocks at a price comparable to other major centres to house the participants and their audiences.



# 1.7 Project Schedule

## VANCOUVER IS IN THE MIDST OF A HOTEL CRISIS.

**This proposal asks the city to consider an expedited approval process so that much needed hotel stock is supplied as soon as possible.**

The project meets the following requirements which should qualify it for an expedited process:

- Hotel project (current demand in Vancouver)
- Does not impact or break City view cones.
- In the CBD or CBD Shoulder.

The proposal is asking for an 18 month approval process. Beyond saving staff time and incremental taxes, this would put the proposal in line with approval times from similar projects in the past.

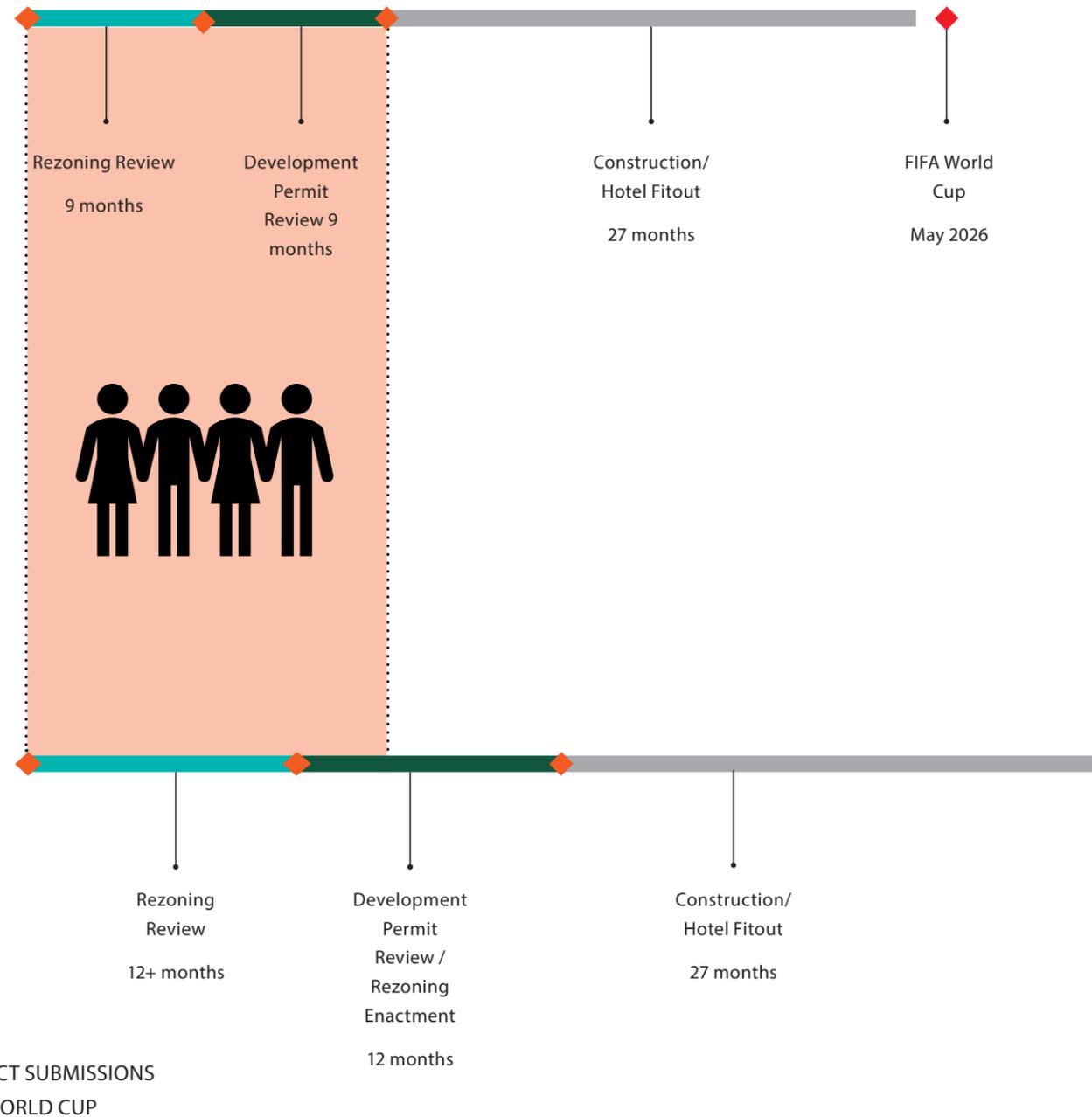
Specifically, the Applicant proposes that the 18 month schedule could be met with the following commitments by the City:

- 9 month maximum CoV Rezoning Review process
- Expedited scheduling of the UDP and public hearings
- Allow for a combined Development Permit and Building Permit Application
- Shorten the CoV Development Permit / Building Preview process to a max 9 months

### EXPEDITED PROCESS

### TYPICAL PROCESS

2022				2023				2024				2025				2026				2027			
Q1	Q2	Q3	Q4																				



# 1.7 Project Schedule

2022				2023				2024				2025				2026				2027			
Q1	Q2	Q3	Q4																				

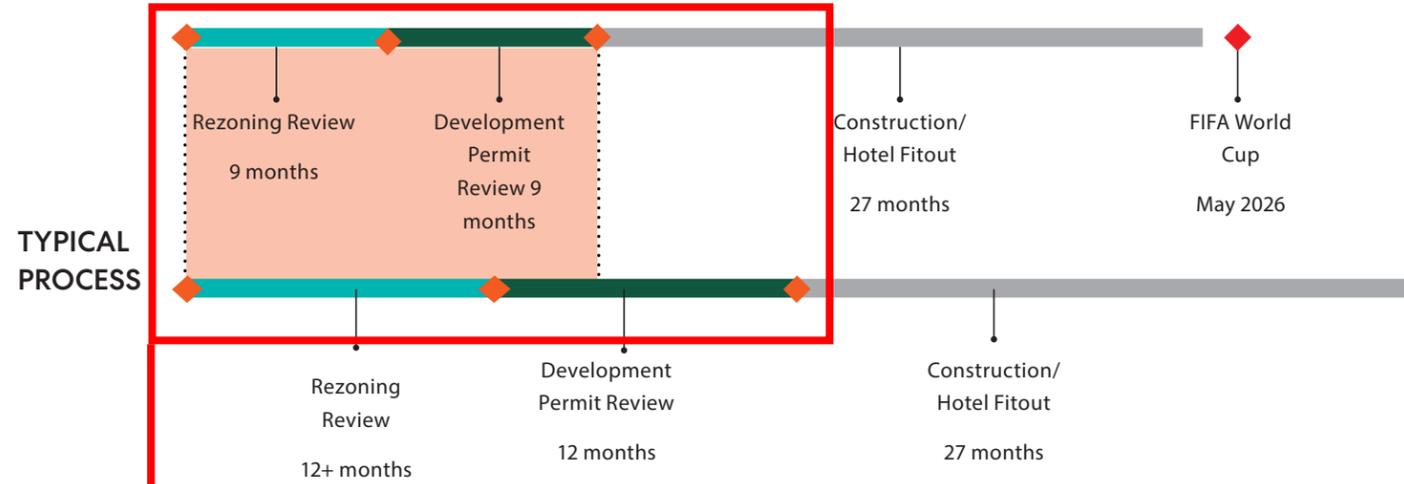
The project is not seeking a relaxation on any of the requirements of either the rezoning or development process (the fixed events indicated in red dots below).

Reduced Timeline Asks:

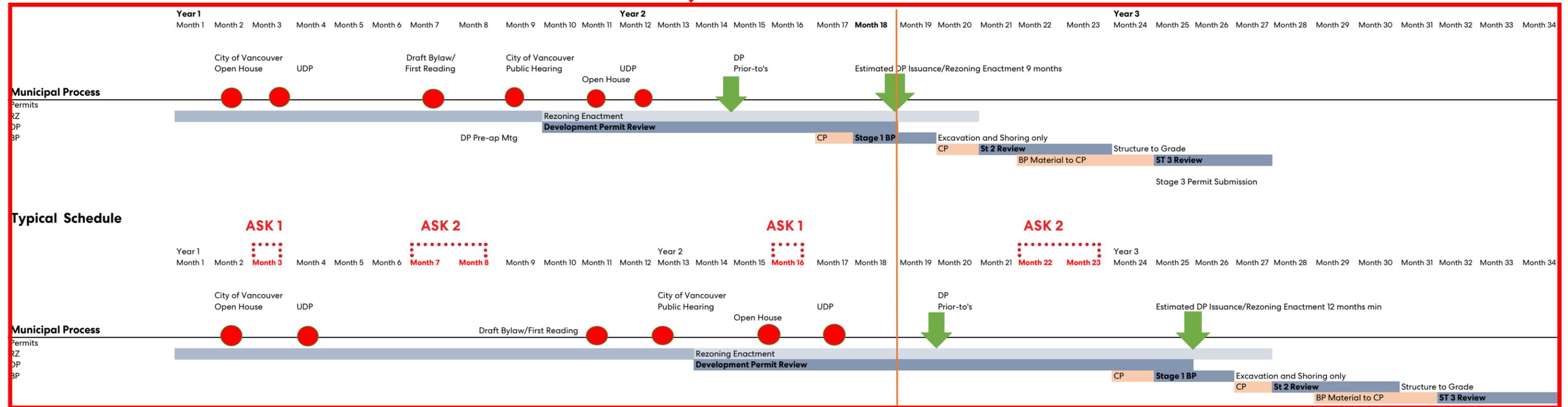
- **ASK 1** - Reduce the time between the scheduling of the Open House and UDP requirements.
- **ASK 2** - Reduced processing time for staff evaluation.

This should reduce the overall approvals time from +24 months to between 16-18 months.

## EXPEDITED PROCESS



- ◆ PROJECT SUBMISSIONS
- ◆ FIFA WORLD CUP

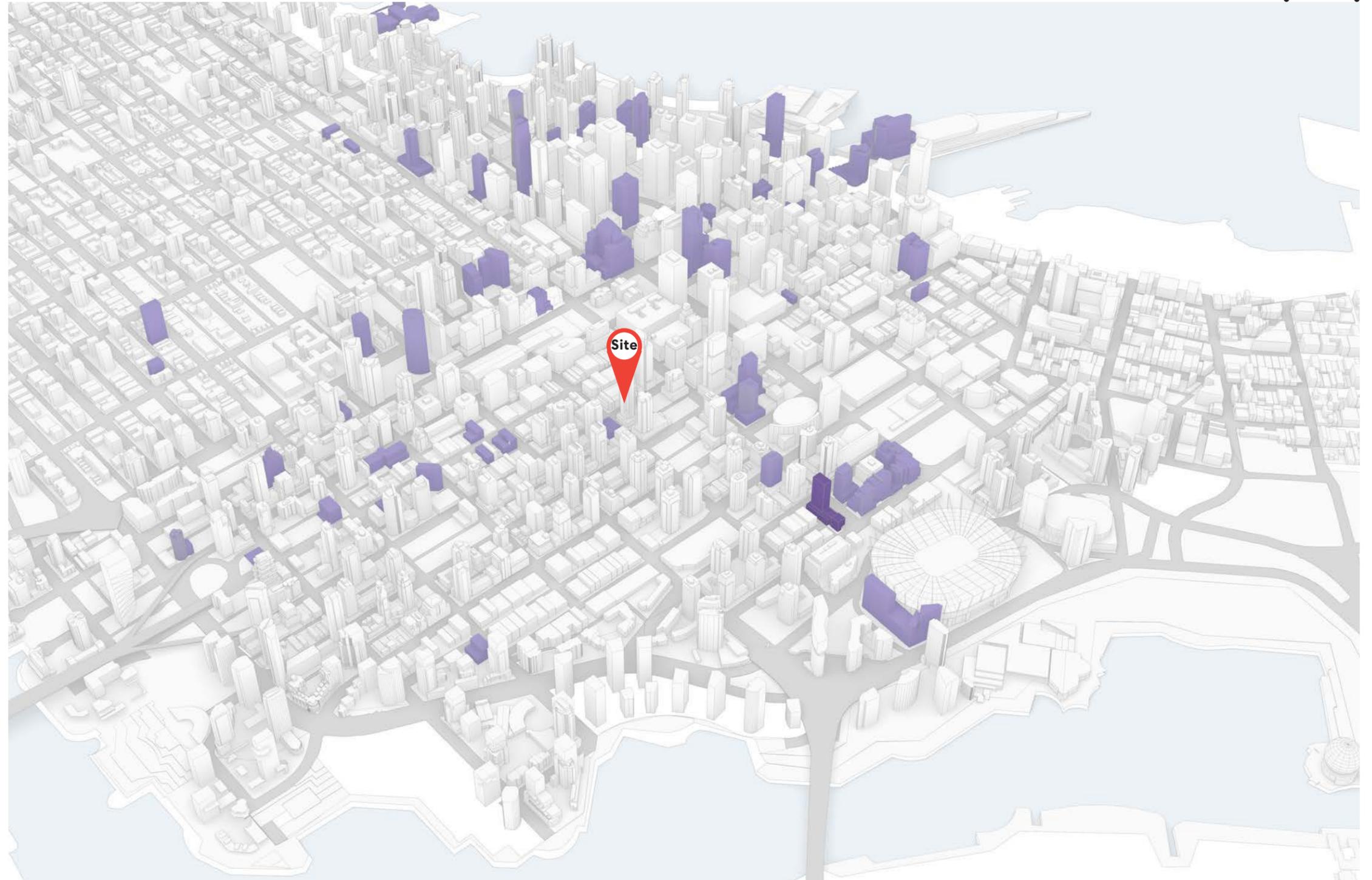


- Fixed Events (Open House, UDP, Public Hearings)
- ↓ Issuances (Prior-To's, DP)
- ⋯ Proposed Schedule Reductions

# 2.0 Site Analysis

## 2.1 Site Context

The project site is in the heart of Vancouver's Downtown. The primary business and cultural district regionally, it is richly served by local and regional rapid transit, and surrounded by a critical mass of business, retail, and culture. Over 62,000 people live in downtown Vancouver, while 145,000 people work in the area.



### LEGEND

- Existing Hotels
- Recently Approved Hotel Projects

Figure 2.1 Site Context

# 2.2 Existing Conditions

**Lot Dimensions**

- ± 34.1m (111'-9") x ± 36.6m (120')

**Lot Area**

- ± 1,247.5m<sup>2</sup> (13,428ft<sup>2</sup>)

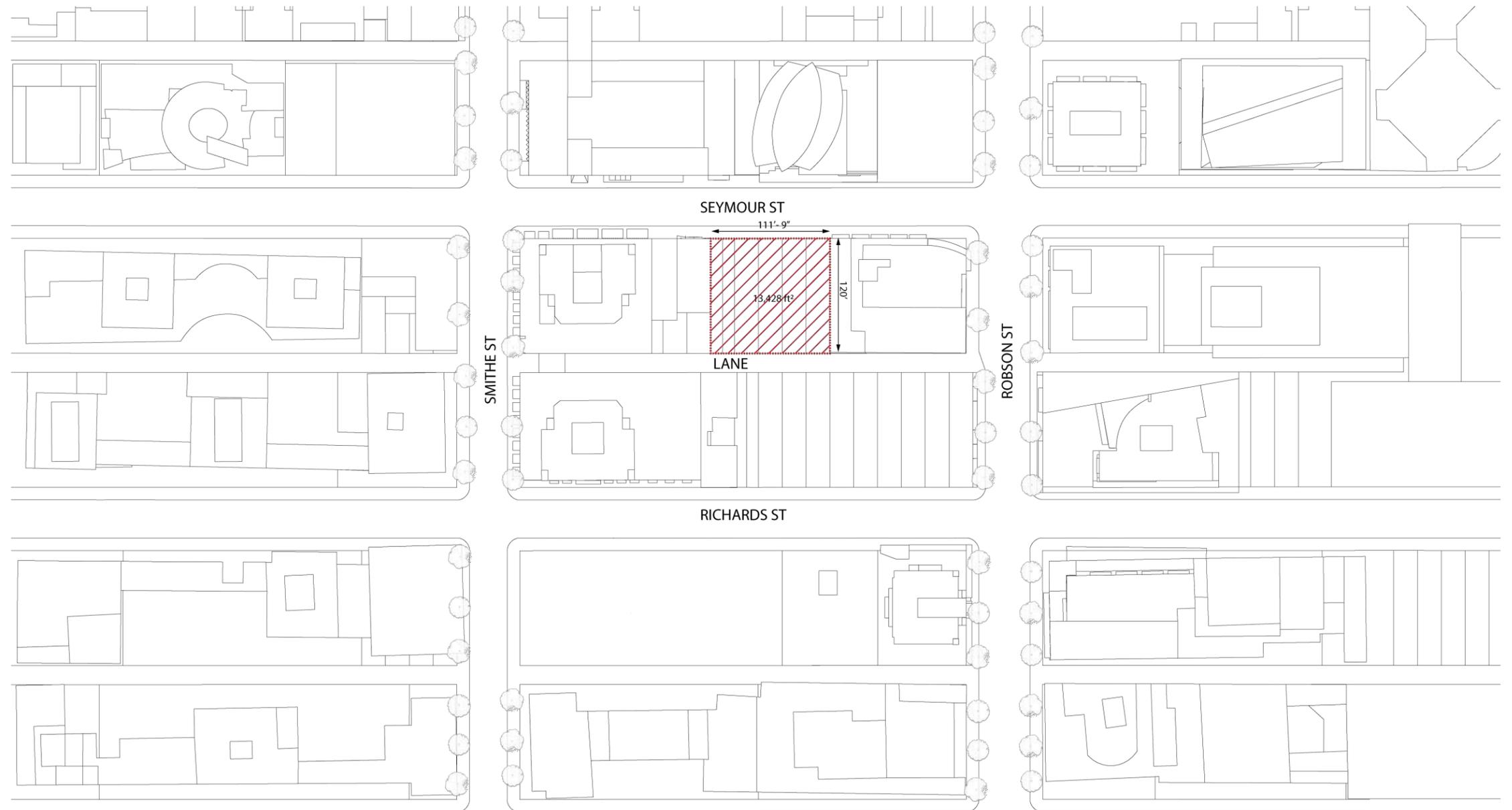
**Existing Zoning**

- DD (DOWNTOWN DISTRICT)
- CBD Shoulder

**Existing Buildings:**

- No existing building, site is currently a surface parking lot.

Refer to section 7.1 and 7.2 for Site Survey and Building Grades.



**LEGEND**

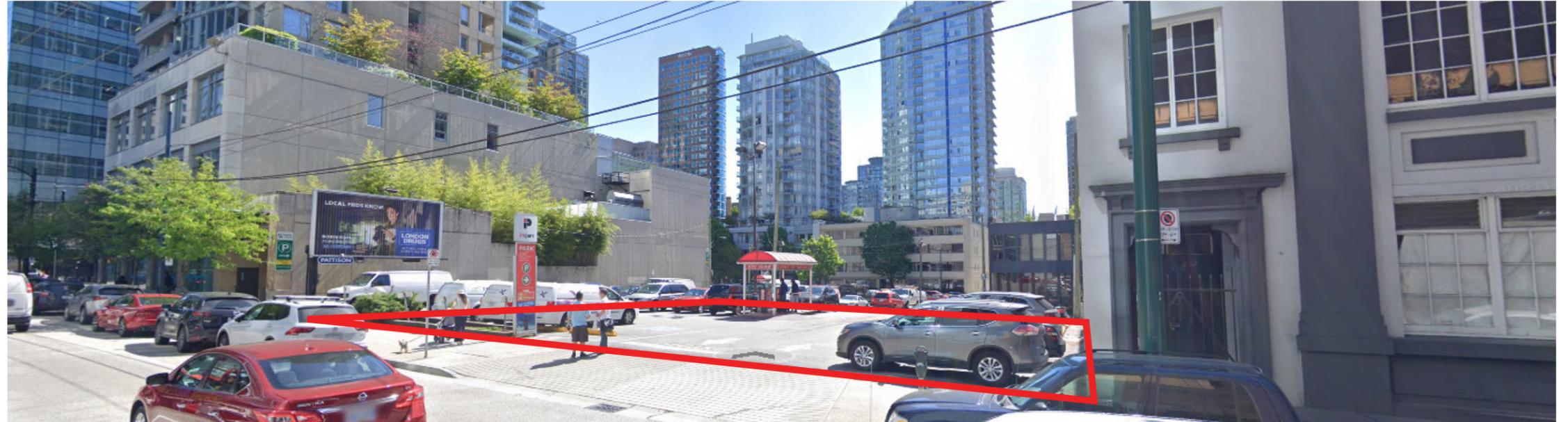


1 : 1000

Figure 2.2 Existing Conditions

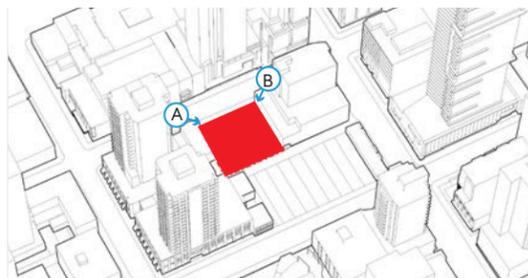
## 2.3 Existing Surroundings

The site is currently a surface parking lot with retail and residential uses on each side.



A. Seymour Street, looking North.

Key plan



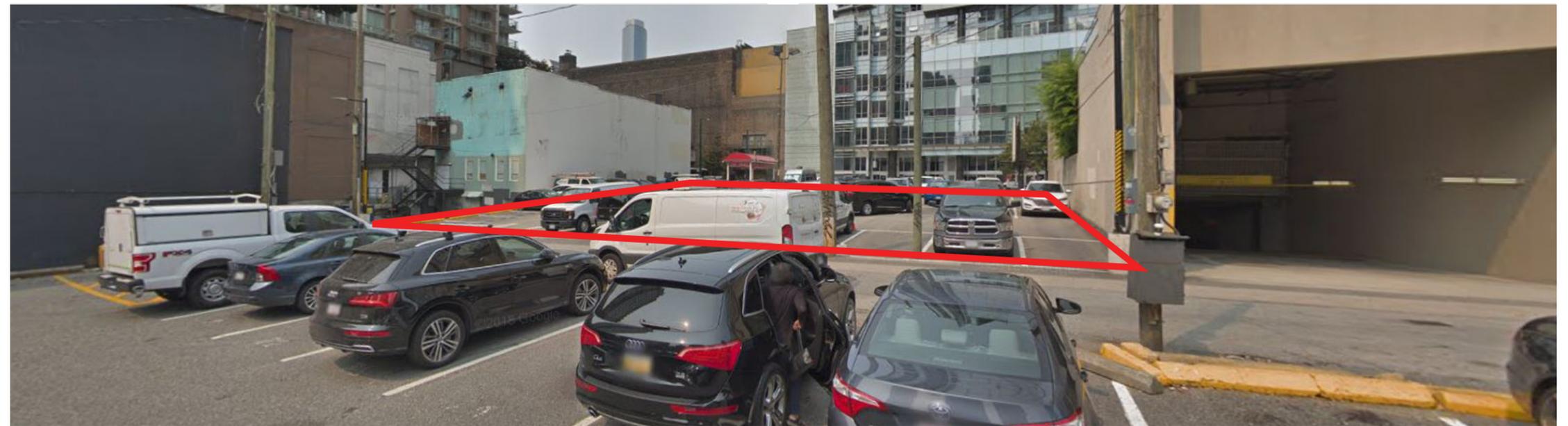
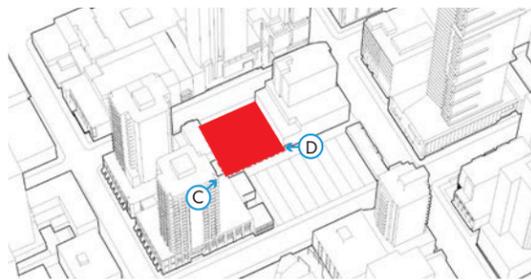
B. Seymour Street, looking South.

## 2.3 Existing Surroundings



C. Back Lane, looking North.

Key plan



D. Back Lane, looking South.

# 2.4 Neighbourhood Photos



1. Orpheum



2. Capitol Residence

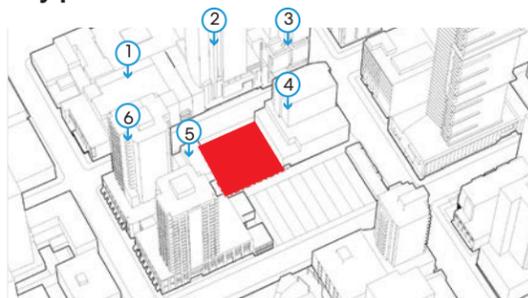


3. 600 Robson  
(Development Proposal)

Smithe

Robson

Key plan



6. Vita

Smithe



5. Hollywood North site



Site



4. L'Aria

Robson

# 2.5 Lane Entrance Photos

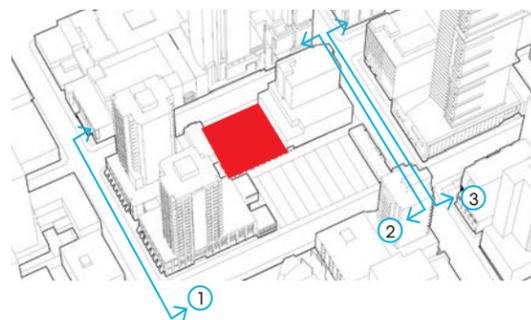
1. Lane at Smithe Street, looking North.



2. Lane at Robson Street, looking South.



Key plan



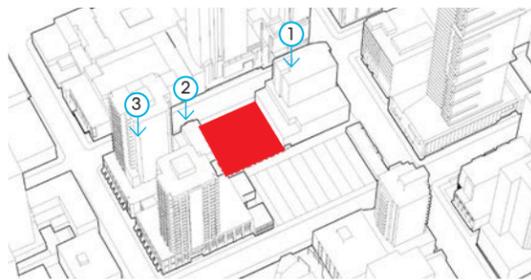
3. Lane at Robson Street, looking North.



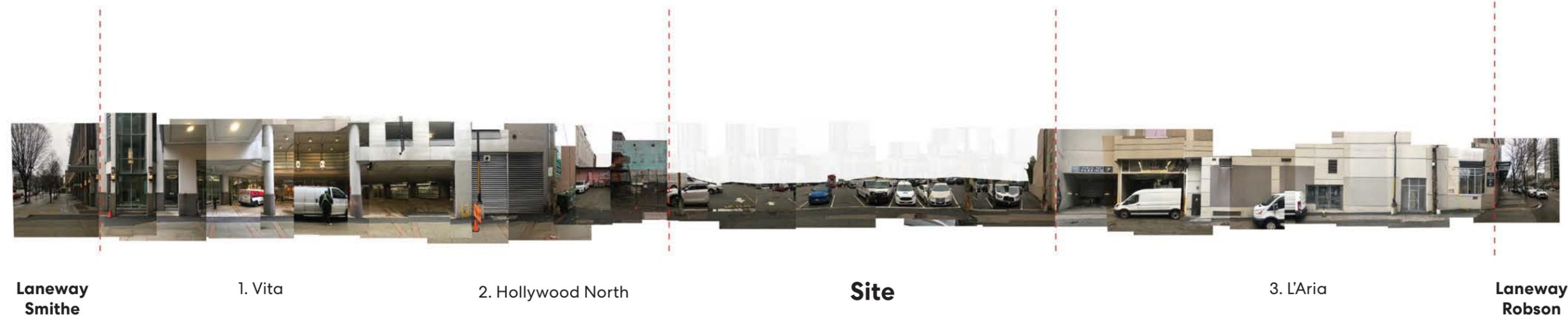
## 2.6 Street Elevations - Seymour



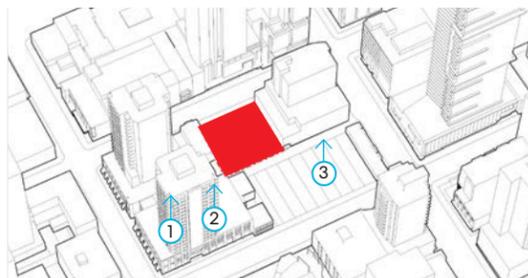
Key plan



# 2.6 Street Elevations - Lane



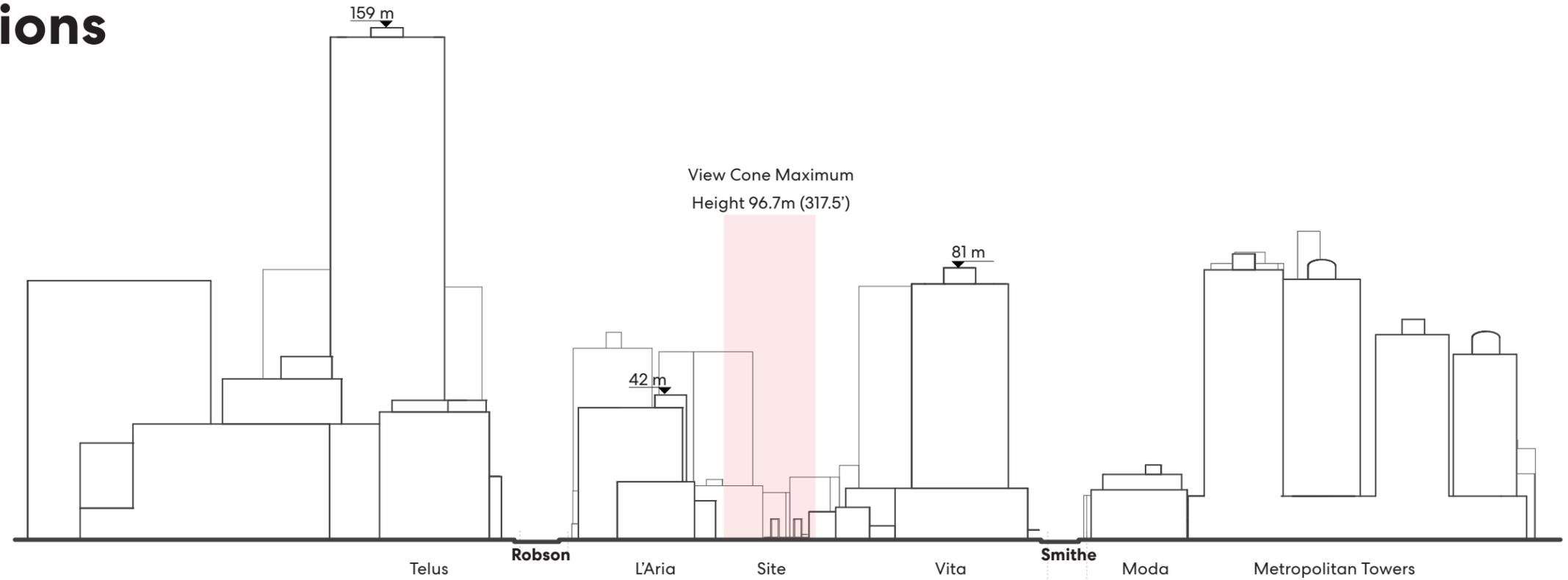
Key plan



# 2.6 Street Elevations

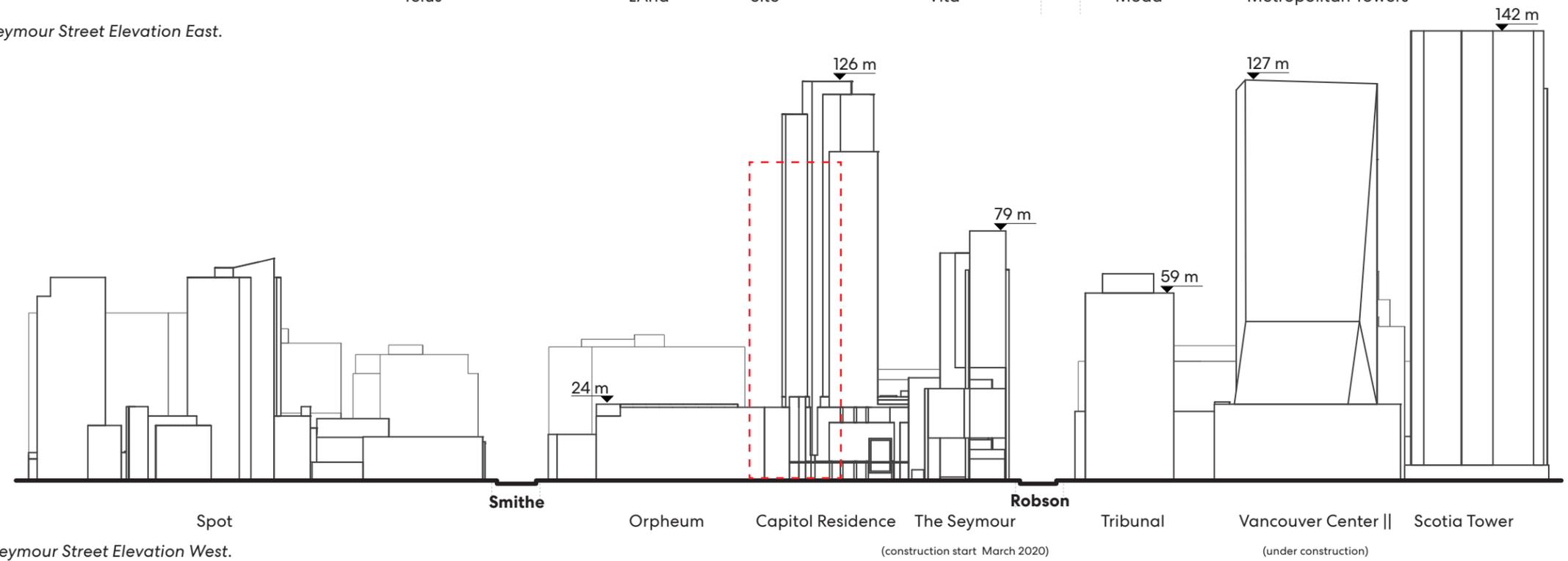
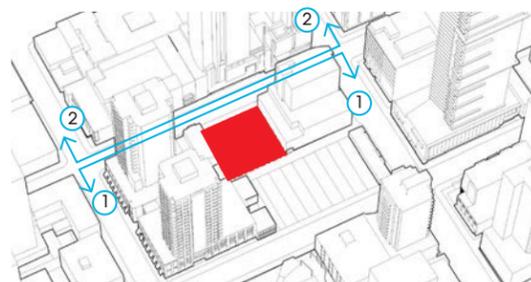
Seymour Street between Smithe to Robson is the transition block from Downtown South residential district to Downtown CBD.

Building typologies include residential, performance, and office.



1. Seymour Street Elevation East.

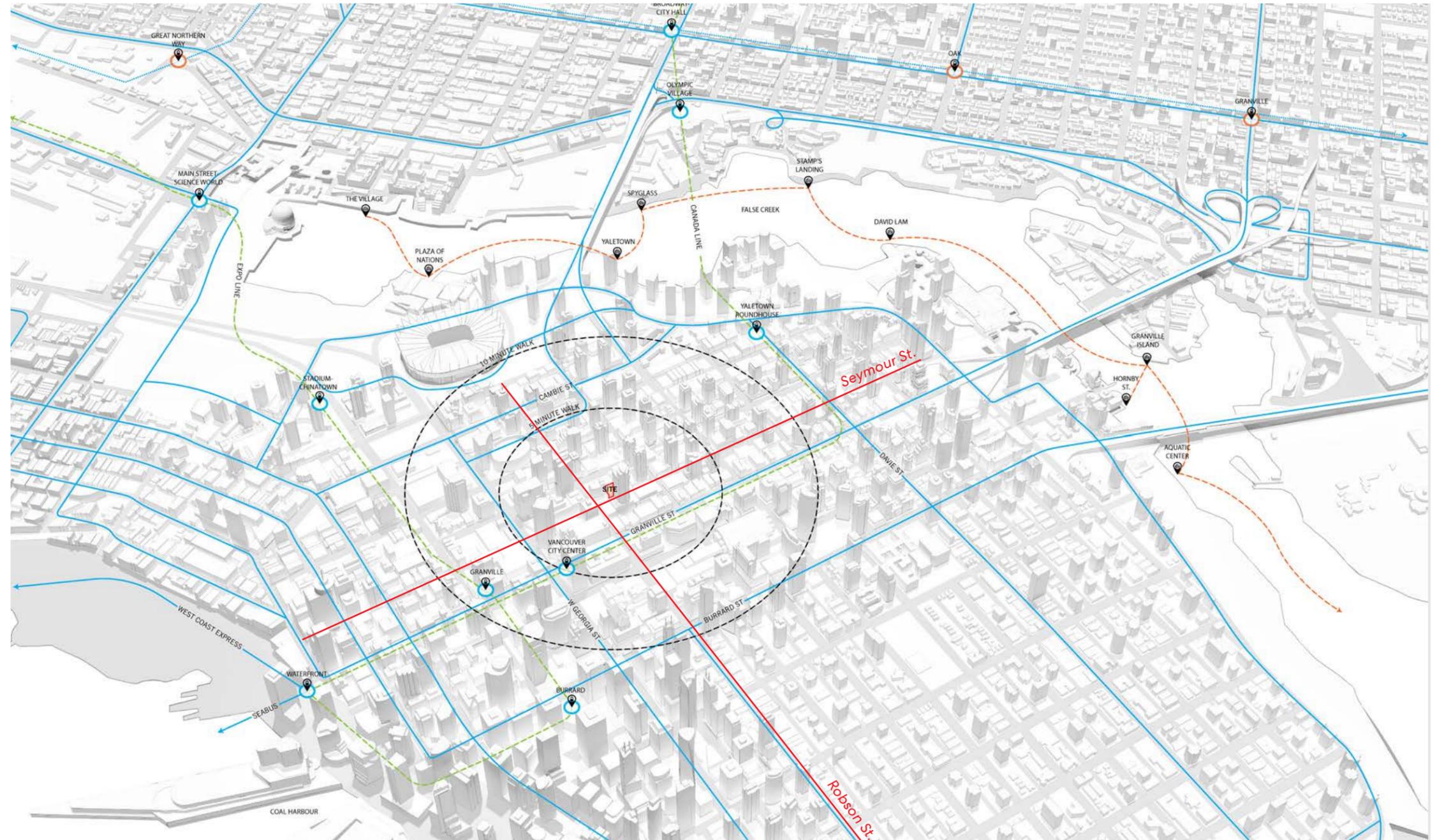
### Key plan



2. Seymour Street Elevation West.

# 2.7 Transportation

Access to transportation infrastructure is exceptional at the site, with convenient access to Skytrain, bus and bike routes



- LEGEND**
- W Broadway future Skytrain
  - Bus Route
  - Passenger Ferry Line
  - Skytrain Line
  - Existing Skytrain Station
  - Future Skytrain Station
  - 5 Minute walk Radius

Figure 2.7.1 Transportation



# 2.8 Transit Shed

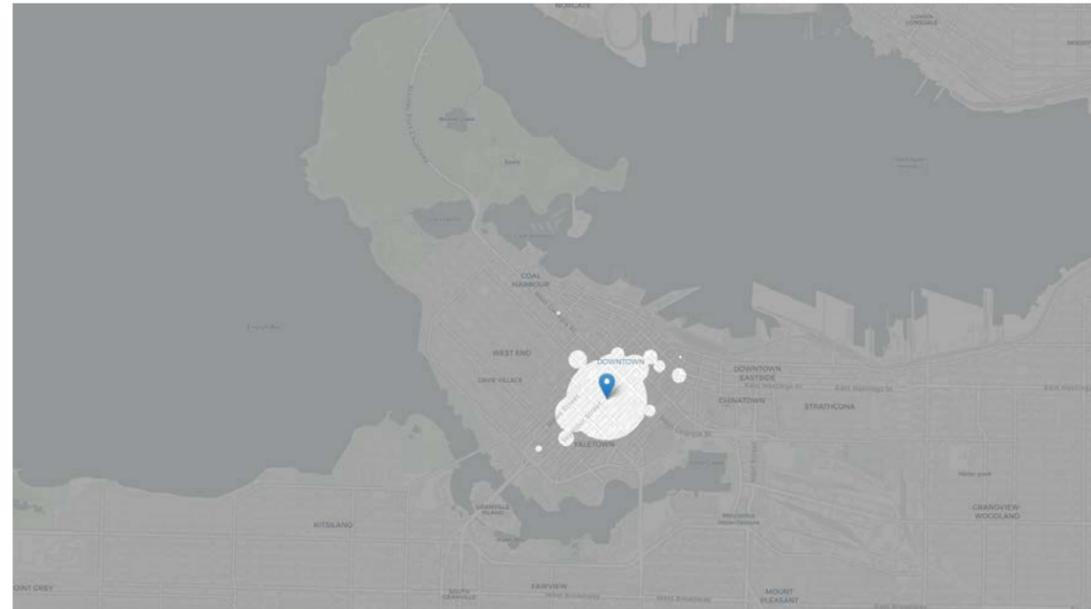


Figure 2.8.1 5 minute transit shed

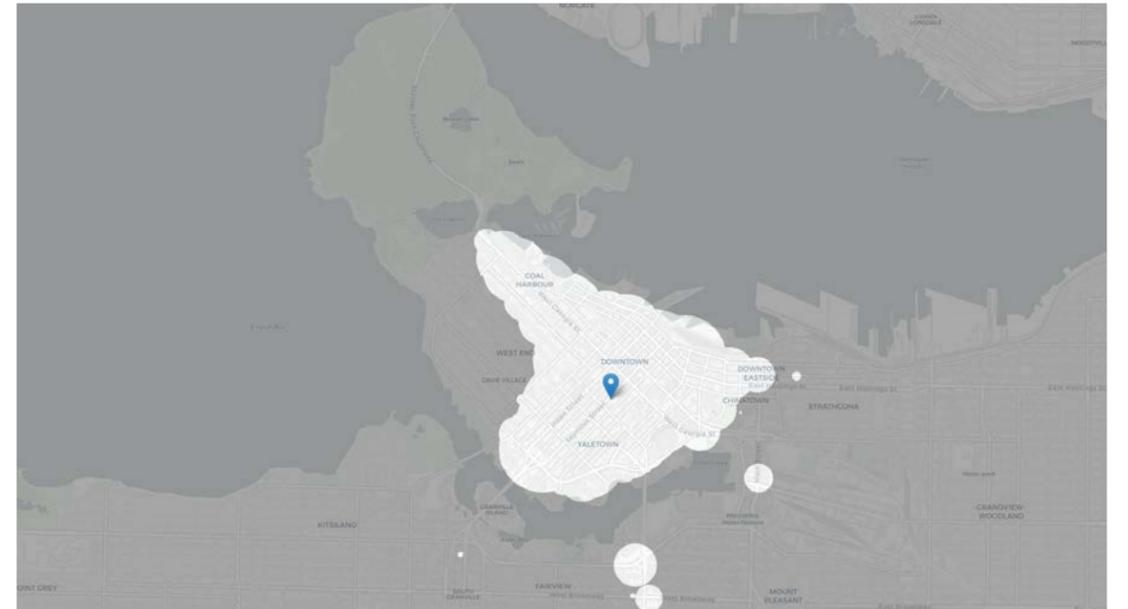


Figure 2.8.2 10 minute transit shed

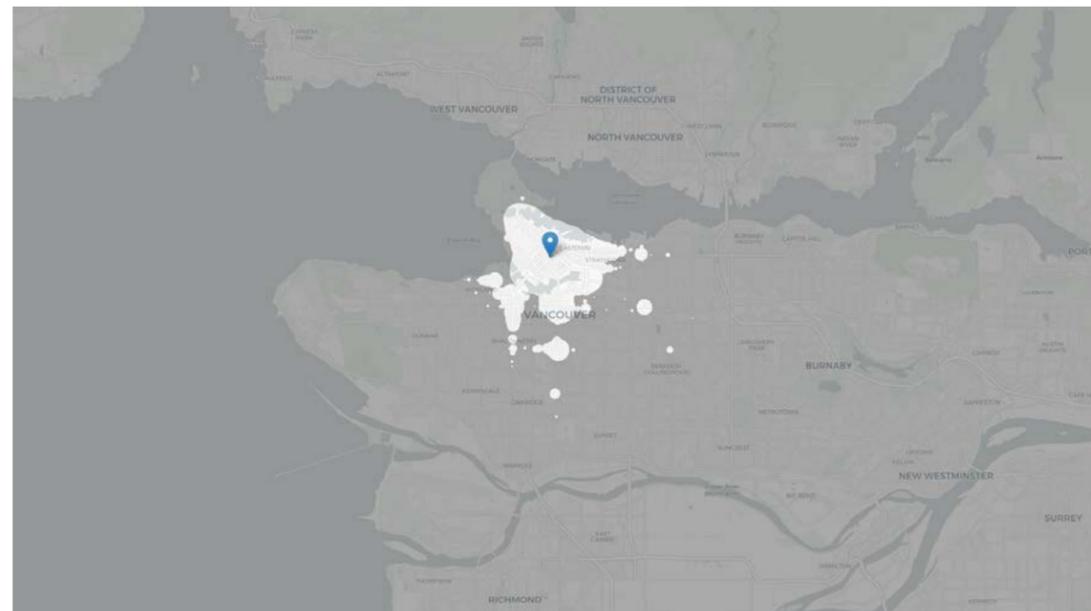


Figure 2.8.3 15 minute transit shed

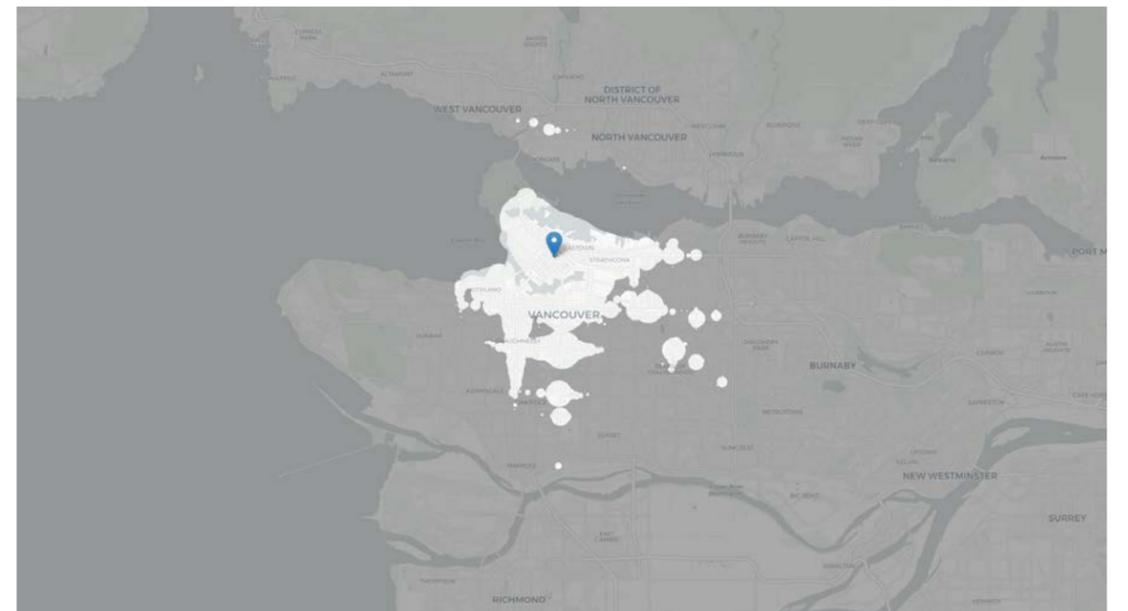
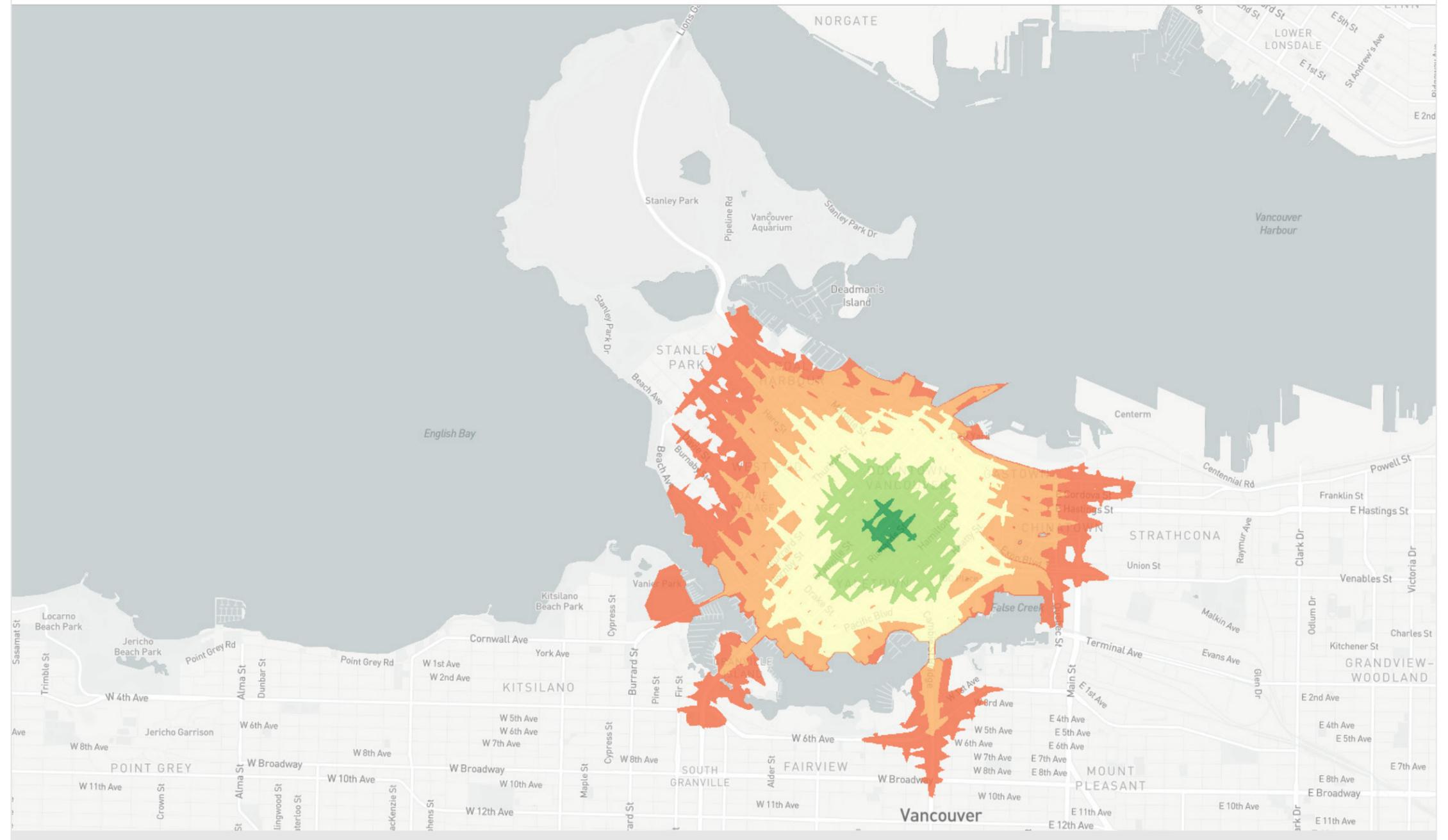


Figure 2.8.4 20 minute transit shed

SOURCE for all images: mapnificent.net



# 2.9 Walk Shed



- LEGEND**
- 5 min.
  - 10 min.
  - 15 min.
  - 20 min.
  - 25 min.

SOURCE: carto.net

Figure 2.9.1 Walk Shed



# 2.10 Bike Lanes and Green Space

The site benefits by being located near downtown dedicated cycling routes. Limited park space is available nearby, although a new park at Richards and Smithe has recently opened. This public space provides accessible outdoor park space to the site.



Figure 2.10.1 Green Space & Bike Lane

- LEGEND**
- Official Bike Lane
  - School Yards
  - Parks
  - ▲ Traffic light - fixed time signal
  - ▲ Traffic light - pedestrian actuated signal



# 2.11 Amenities

The surrounding neighbourhood includes many amenities. In just over a ten minute walk from the site, there are multiple retail and entertainment corridors. The neighbourhood also has cultural amenities such as BC Place, Vancouver Art Gallery, the Orpheum, and Queen Elizabeth Theatre.

### LEGEND

- ① Hudson's Bay
- ② Pacific Centre Mall
- ③ Nordstroms
- ④ UBC Robson Square
- ⑤ BCIT
- ⑥ Vancouver Art Gallery
- ⑦ Vancouver Public Library
- ⑧ Queen Elizabeth Theatre
- ⑨ The Orpheum
- ⑩ St. Paul's Hospital
- ⑪ Urban Animal Hospital
- ⑫ Rogers Arena
- ⑬ BC Place

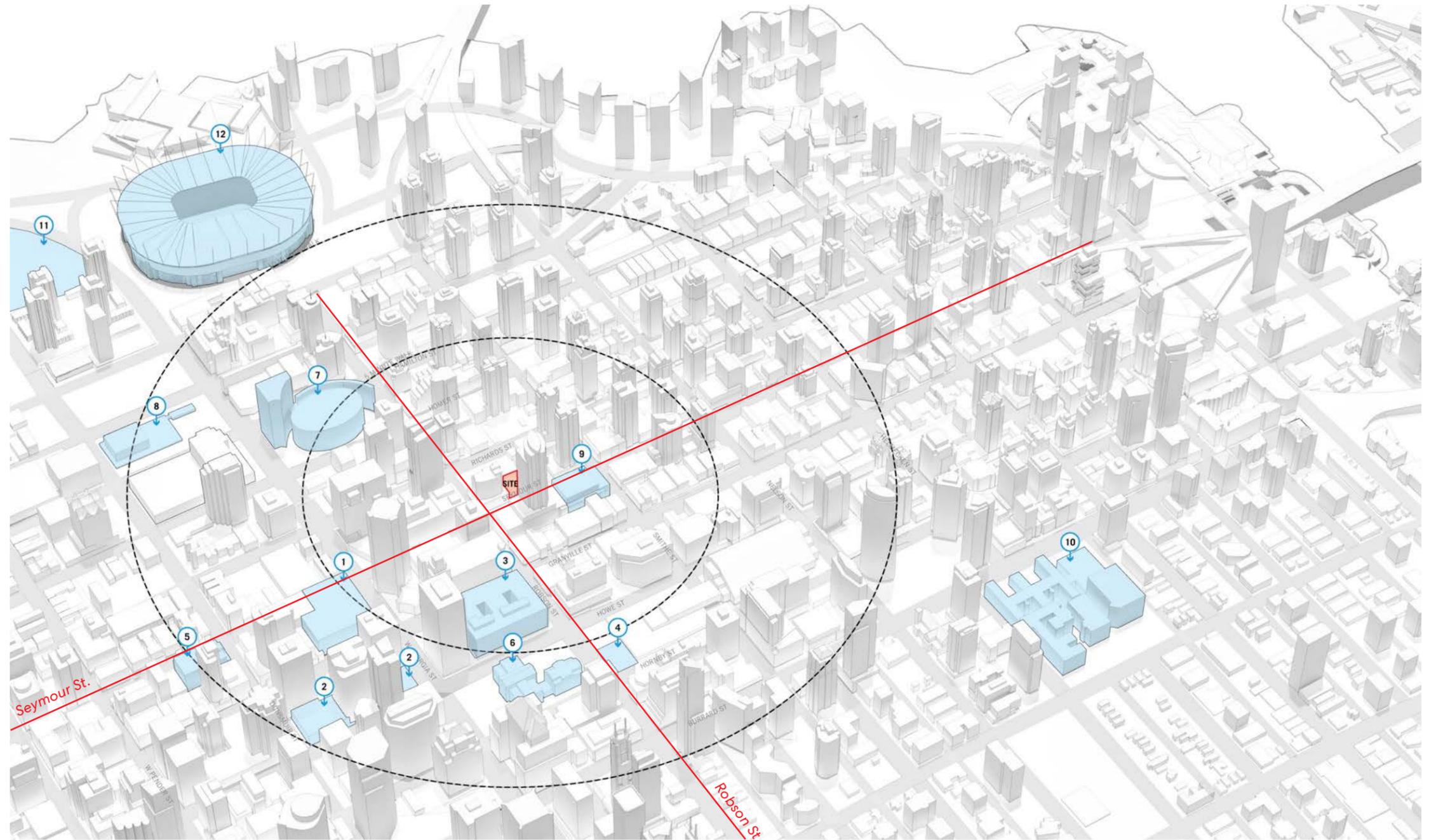


Figure 2.11.1 Amenities



## 2.12 View Cones

Two view cones pass diagonally above site.

The maximum height allowed by the view cone to the east side (along Seymour St.) is 96.7m (317.5'); the west side view cone (adjacent to the lane) is higher, at 122.6m (402.5').

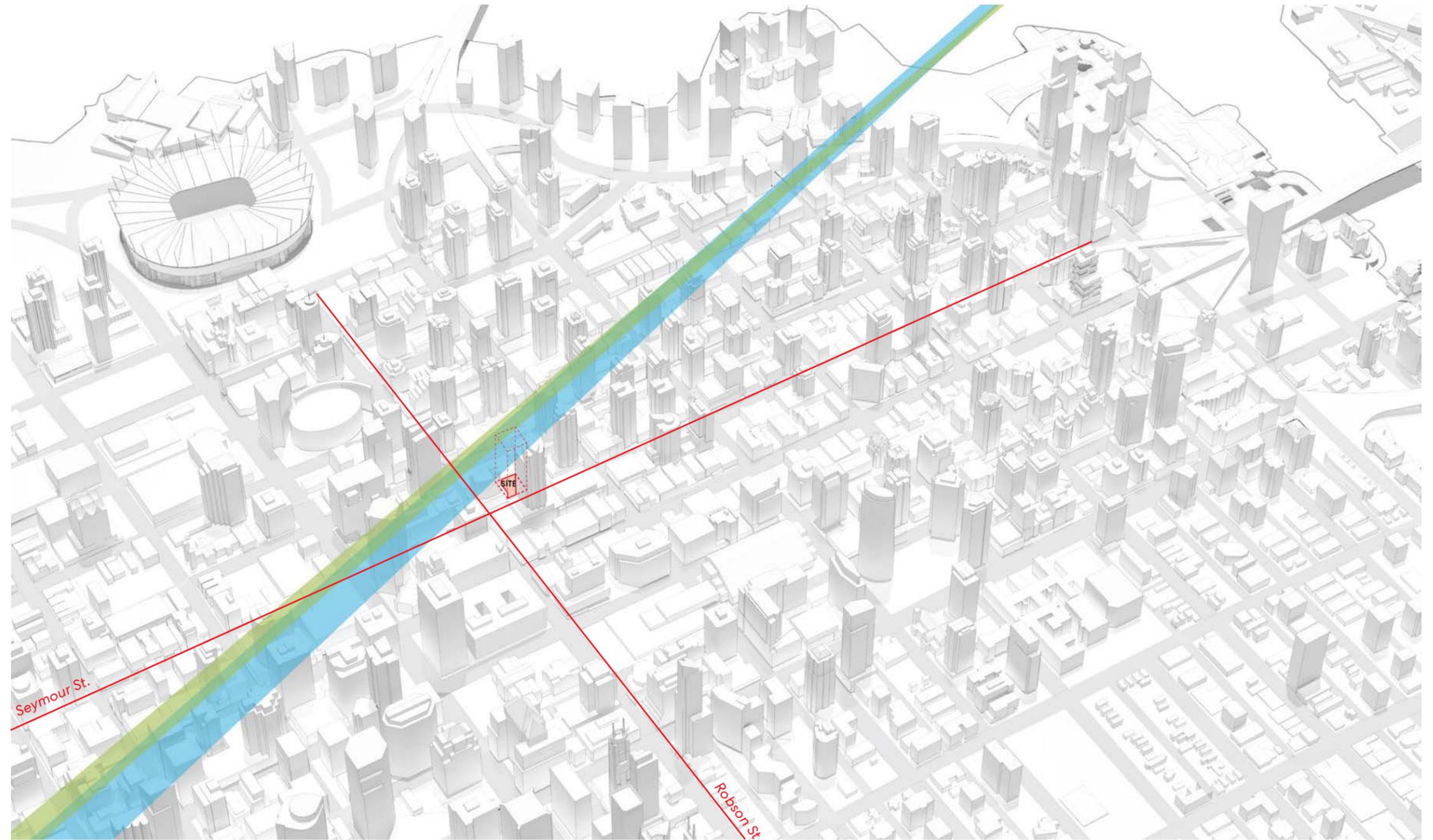
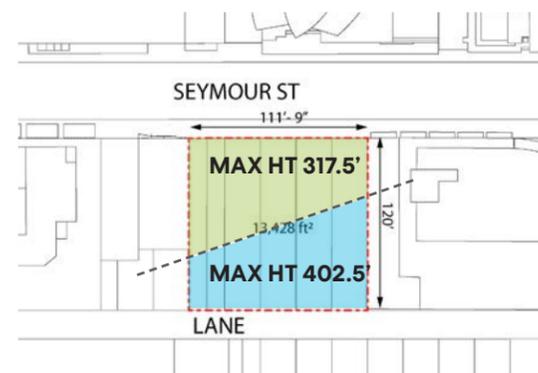
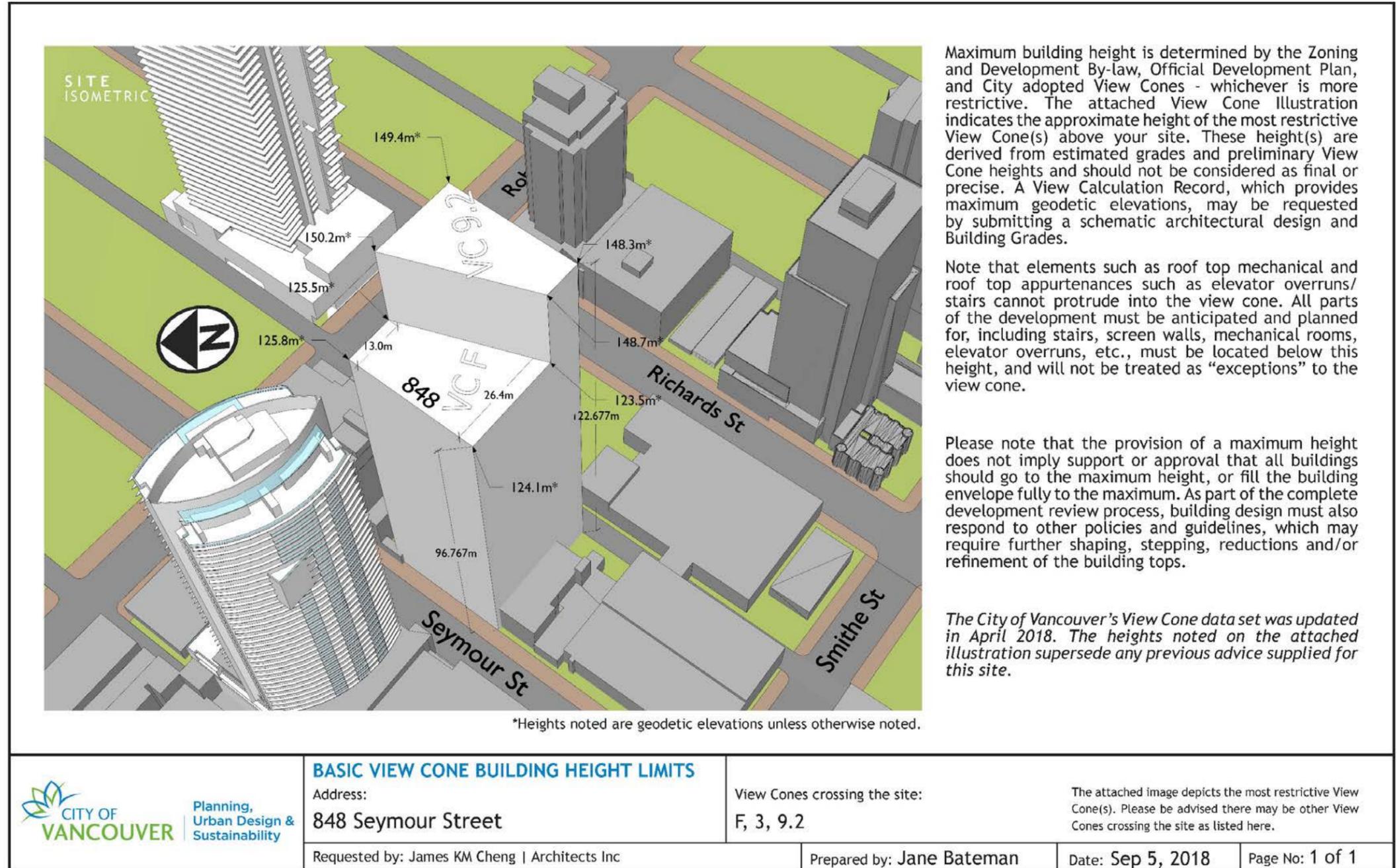


Figure 2.12.1 View Cone



# 2.12 View Cones

Basic view cone building height limits dated September 2018 for 848 Seymour Street was received from the City of Vancouver.



Maximum building height is determined by the Zoning and Development By-law, Official Development Plan, and City adopted View Cones - whichever is more restrictive. The attached View Cone Illustration indicates the approximate height of the most restrictive View Cone(s) above your site. These height(s) are derived from estimated grades and preliminary View Cone heights and should not be considered as final or precise. A View Calculation Record, which provides maximum geodetic elevations, may be requested by submitting a schematic architectural design and Building Grades.

Note that elements such as roof top mechanical and roof top appurtenances such as elevator overruns/stairs cannot protrude into the view cone. All parts of the development must be anticipated and planned for, including stairs, screen walls, mechanical rooms, elevator overruns, etc., must be located below this height, and will not be treated as "exceptions" to the view cone.

Please note that the provision of a maximum height does not imply support or approval that all buildings should go to the maximum height, or fill the building envelope fully to the maximum. As part of the complete development review process, building design must also respond to other policies and guidelines, which may require further shaping, stepping, reductions and/or refinement of the building tops.

*The City of Vancouver's View Cone data set was updated in April 2018. The heights noted on the attached illustration supersede any previous advice supplied for this site.*

Figure 2.12.2 COV View Cone Building Height Limits

# 2.13 Selected Services

## LEGEND

- 1 Glowbal
  - 2 Medina
  - 3 Homer St Cafe and Bar
  - 4 Bistro Verde
  - 5 Blue Water Cafe
  - 6 Small Victory Bakery
  - 7 Bel Café
  - 8 Bellagio Café
  - 9 Gallery Café & Catering
  - 10 Earls Kitchen + Bar
  - 11 Shizenya
  - 12 Gyu Kaku
  - 13 Railtown Cafe
  - 14 H-Mart
  - 15 IGA
  - 16 Nesters Market
  - 17 Oxygen Yoga & Fitness Yaletown
  - 18 Fitness Table
  - 19 Function Health Club
  - 20 Innovative Fitness
  - 21 The Orpheum
  - 22 Commodore Ballroom
  - 23 Scotiabank Theatre
  - 24 Queen Elizabeth Theatre
- Shopping Streets

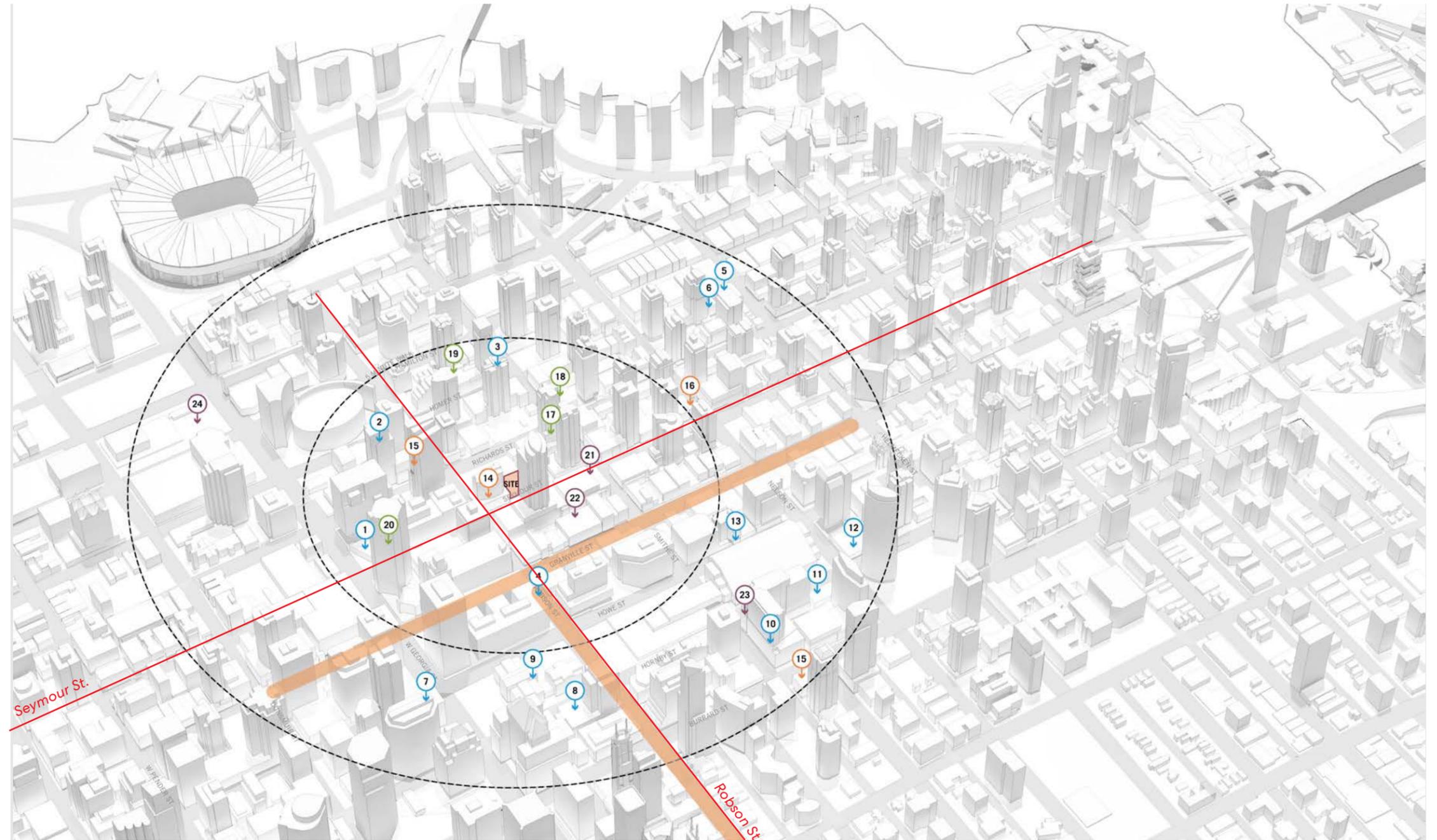


Figure 2.13.1 Services

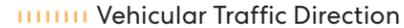


# 2.14 800 Block Seymour and Richards St.

The site, currently a surface parking lot, creates a gap in the continuous street frontage along Seymour Street.

The proposed building will bridge this gap, creating continuity and providing continuous weather protection along Seymour St. while helping to activate the lane.

**LEGEND**

-  Vehicular Traffic Direction
-  Street Edge
-  Retail
-  Residential
-  Office
-  Cultural
-  Hotel
-  Service and Parking
-  Lane Connection
-  Focal Points
-  Street Parking

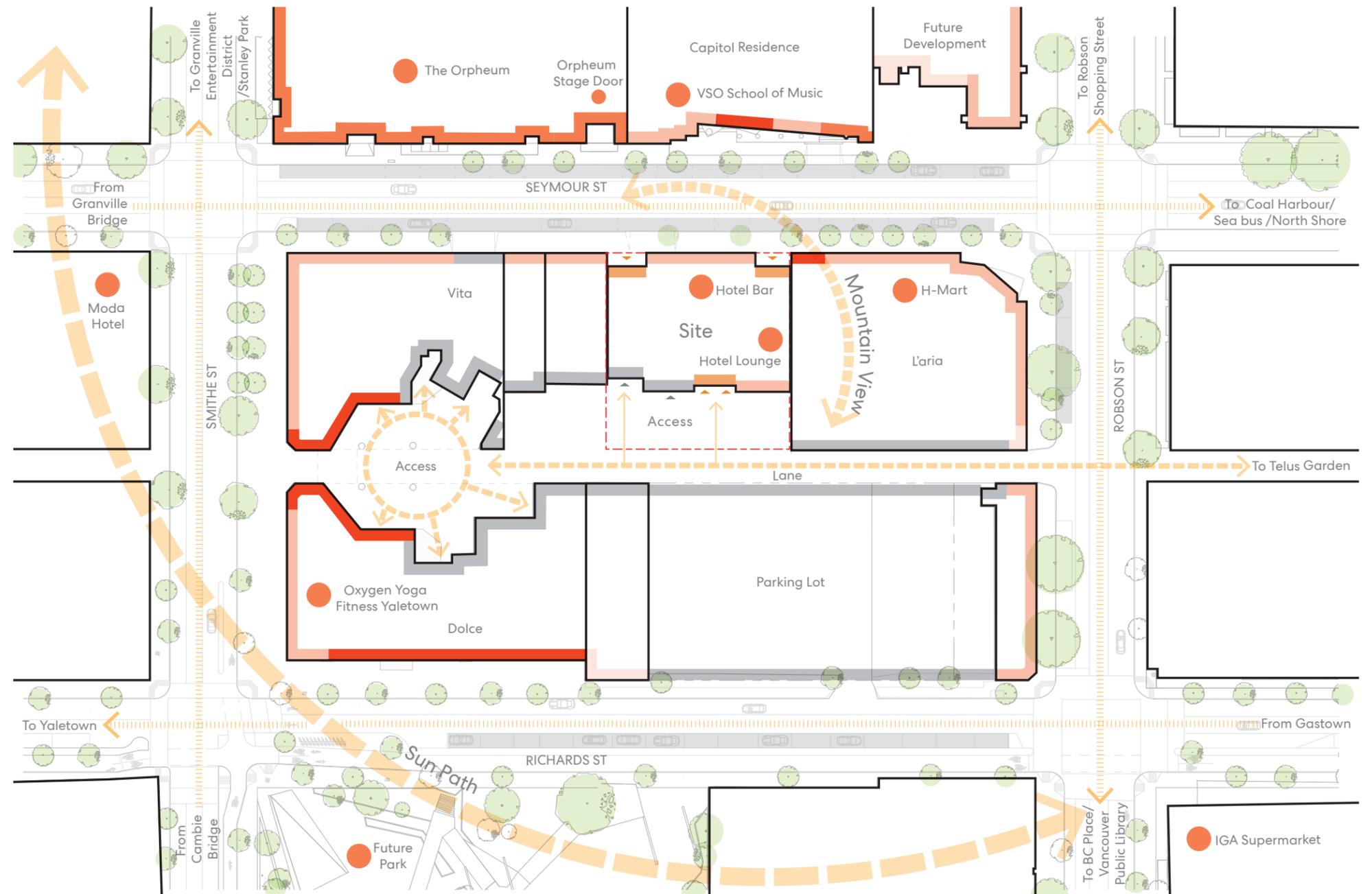


Figure 2.14.1 Block Diagram





# 3.0 Relevant Policies

# 3.1 Downtown District

The site is located along Seymour Street between Robson and Smithe, which is right in the middle of CBD shoulder (C3), just a half block away from Robson CBD edge.

The CBD shoulder is a very important district that supports the downtown business district. Together with CBD area, it provides fundamental commercial space to meet the long-term demand for job space. It also acts as transition zone, containing residential, retail, and amenity space to meet daily requirements for downtown residents.



- LEGEND**
- CBD
  - CBD Shoulder

Figure 3.1.1 Downtown District

# 3.2 Zoning

The site is in the DD zoning district in the CBD Shoulder, surrounded by a number of site specific zones (CD-1).



**LEGEND**

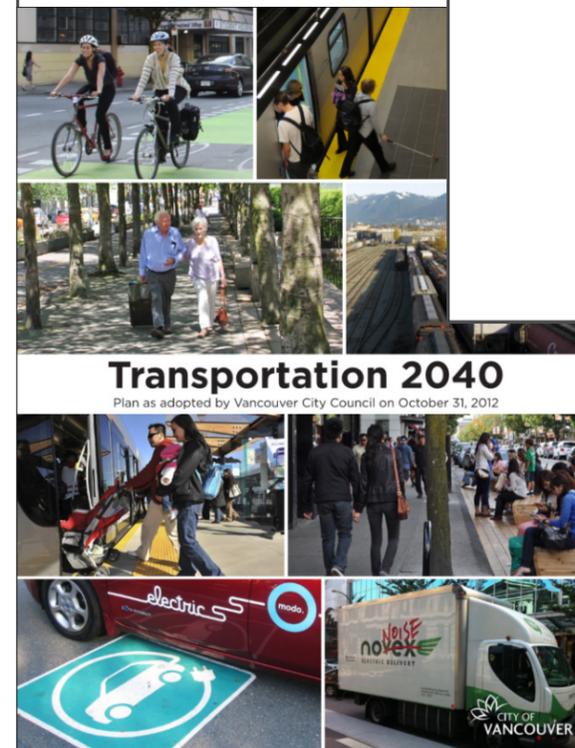
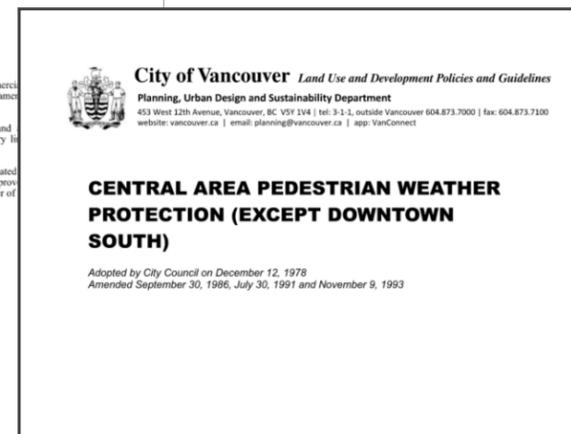
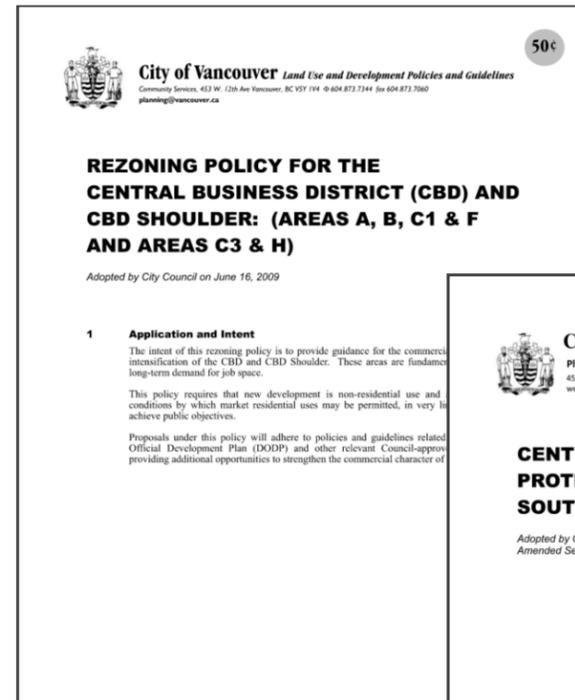
USE	PERMITTED FSR	MAX. HEIGHT
DD	3.0 - 11.0	137.2m
RM-5	1.0 - 2.75	18.3m
C-5	2.20	18.3m
HA-3	5.0	2.14

Figure 3.2.1 Zoning Map

# 3.3 Policy Guideline Analysis

The following Design Guidelines and Rezoning Policies are relevant to this proposal to rezoning the site:

- 3.3.1 - Metro Core Jobs and Economy Land Use Plan (2009)
- 3.3.2 - Interim Hotel Development Policy and Related Amendments to the Downtown Official Development Plan (2018)
- 3.3.3 - Downtown Official Development Plan (1975, last amended 2017)
- 3.3.4 - Downtown (except Downtown South) Design Guidelines (1975, last amended 1993)
- 3.3.5 - Rezoning Policy for the Central Business District (CBD) and CBD Shoulder (2009)
- 3.3.6 - View Protection Guidelines (1989, last amended 2011)
- 3.3.7 - Green Buildings Policy for Rezoning (2009, amended 2018)
- 3.3.8 - DD (except Downtown South) C-5, C-6, HA-1 and HA-2 Character Area Descriptions (1975)
- 3.3.9 - City Core 2050 Vision (2017)
- 3.3.10 - Central Area Pedestrian Weather Protection (Except Downtown South) (1978)
- 3.3.11 - Vancouver Neighbourhood Energy Strategy (2012)



## 3.3 Policy Guideline Analysis



### 3.3.1 METRO CORE JOBS AND ECONOMY LAND USE PLAN (2007)

This proposal for rezoning is enabled by the Metro Core Jobs and Economy Land Use Plan.

The Metro Core Jobs and Economy Land Use Plan is a major planning initiative launched by Council in 2005 to develop a long term land use policy plan to accommodate the future economy and jobs in the Metropolitan Core of Vancouver. The Metro Core extends from 16th Ave north to Burrard Inlet, between Clark Drive on the east and Burrard Street on the west. The goal of the Metro Core Jobs and Economy Land Use Plan is to ensure that there is enough development and transportation capacity to accommodate future job growth and economic activity in the Metro Core. Highlights of the Plan include:

a) The plan identifies a need for Commercial job space and diversity of job space.

→ The Seymour site is located in the CBD Shoulder of the Metro Core. Largely seen as a transition between commercial and residential land-uses, policy for this area promotes an integration of commercial with residential land uses as opposed to strictly residential land uses. The Seymour proposal advances this intention by proposing a stand-alone commercial project that exceeds minimum commercial floor area requirements.

b) The plan considers the relative value of mixed-use buildings to commercial buildings. While residential uses may be leveraged to create commercial space, there is risk that residential uses may displace important commercial uses.

→ Though mixed-use buildings are permitted in this area of the CBD, the Seymour proposal is entirely commercial. This could help to offset any imbalance created by residential projects in the CBD.

c) The plan identified the CBD Shoulder area as an area of the Metro Core that should increase available job space beyond what was projected to be available in 2030 under existing zoning.



### 3.3.2 Interim Hotel Development Policy and Related Amendments (2018)

This proposal for rezoning is supported by Interim Hotel Development Policy and Related Amendments.

This policy highlights the importance of hotels to the Metro Vancouver economy and the extent to which they provide full time jobs. The Interim policy is in place until the City Core 2050 and Broadway Plan are approved. The policies and zoning changes recommended help to moderate the loss of hotel rooms and encourage increases in hotel development. Highlights of the Policy Include:

a) The policy seeks no net loss in hotels at a minimum and allows for conversion of residential to hotel uses.

→ As the policy also recognizes the importance of rental housing, it suggests that newly built hotel uses on sites that do not displace residential are preferred. The Seymour proposal includes hotel uses on a site that is currently vacant, thereby supporting the intent of the policy.

b) The policy encourages the consideration of opportunities for new hotel supply as part of the rezoning applications.

→ The Seymour project proposes new hotel supply as part of this rezoning.

c) The policy dissuades the conversion of rental housing to hotel rooms and the mixing of hotel uses on the same floors.

→ The Seymour project introduces new hotel uses on a vacant development site, thereby lessening the pressures on existing rental buildings to convert to hotel use.

d) The policy recognizes the need for hotel options that are modestly priced.

→ The Seymour project proposes a dual brand hotel typology that provides a substantial amount of modestly priced micro-hotel rooms in addition to traditional hotel rooms.

This proposed rezoning contributes to an increase in job space through its provision of commercial space.

d) The Policy recommends that hotel uses – a support service to the CBD – continue to be located close to and within the CBD.

→ The Seymour proposal places a hotel use within the CBD shoulder area, with close proximity to the CBD in a location well served by transit and amenities.

e) The Policy described opportunities within the CBD Shoulder Area for additional commercial capacity and advises that commercial presence be strengthened through integration of commercial uses into residential development on remaining development sites.

→ As one of the few remaining development sites in the CBD shoulder, the Seymour project advances the presence of commercial uses in the area and exclusively includes commercial areas as opposes to simply meeting a minimum amount of commercial in a mixed-use project. Moreover, lounge and bar uses are proposed at grade, providing publicly accessible commercial opportunities on the street.

## 3.3 Policy Guideline Analysis



### 3.3.3 DOWNTOWN OFFICIAL DEVELOPMENT PLAN (2017)

#### EXISTING ZONING

The existing DD zoning (Area 3) that governs the site is augmented by the area-specific Downtown Official Development Plan adopted by council in 1975.

#### DOWNTOWN DISTRICT GUIDELINES

#### INTENT

The Downtown District is the regional centre of commercial development. It contains the greatest concentration of the working and shopping public within the region. The well-being of this concentration of people requires more than the customary regulatory mechanisms in order that the buildings, the open spaces, the streets, the transportation systems and other components of the urban scene can be arranged appropriately for the benefit of the general public.

The intent, in the adoption of this Official Development Plan and the accompanying guidelines, is as follows:

a. To improve the general environment of the Downtown District as an attractive place in which to live, work, shop and visit;

→ The Proposal demonstrates a commitment to the neighbourhood, and a significant reinvestment that will benefit the public realm. Through the provision of hotel use, the project will contribute to the City in many ways: providing a supporting service to the CBD, providing hotel rooms in a location well serviced by transit, providing animated street level activities, improvement to the lane, and supporting the tourism industry. Combined, these reinforce Vancouver's position as a world class destination.

b. To ensure that all buildings and developments in the Downtown District meet the highest standards of design and amenity for the benefit of all users of the Downtown;

→ The proposal integrates bar and lounge space along

Seymour St. with consideration given to opening up the base of the building as much as possible to the public realm, to invite the public into the building. The project visually and physically connects Seymour St. to the lane in order to activate the lane and create a sense of arrival for guests.

c. To support the objectives of the Greater Vancouver Regional District as referred to in "The Livable Region 1976/1986" as issued March 1975, to decentralize some office employment to other parts of Greater Vancouver by discouraging office developments considered inappropriate in the Downtown District;

→ The proposal is consistent with Regional and City scale land-use policies.

d. To improve transportation downtown by encouraging greater transit usage, discouraging automobile usage for journeys to work, and by maintaining automobile access for non-work trips including shopping, business and entertainment;

→ The Seymour site is well served by transit, pedestrian, and cycling infrastructure. By placing hotel uses in close proximity to both CBD commercial uses and downtown entertainment venues, visitors are also likely to prioritize modes of transportation other than the private vehicle

e. To create a distinctive public realm and a unique and pleasing streetscape in the Downtown District.

→ The proposal fully reflects the intent of the DD guidelines. The redevelopment of the site turns a neglected surface parking lot into publicly accessible lounge and bar amenities, which will reinvigorate the street with a vibrant streetscape experience.

#### USES

3. In the areas denoted by the letters 'C2', 'C3', 'C4', 'G', 'H', 'J' and 'O' on Map 1 the following uses may be permitted, subject to such conditions and regulations as may be prescribed by the Development Permit Board:

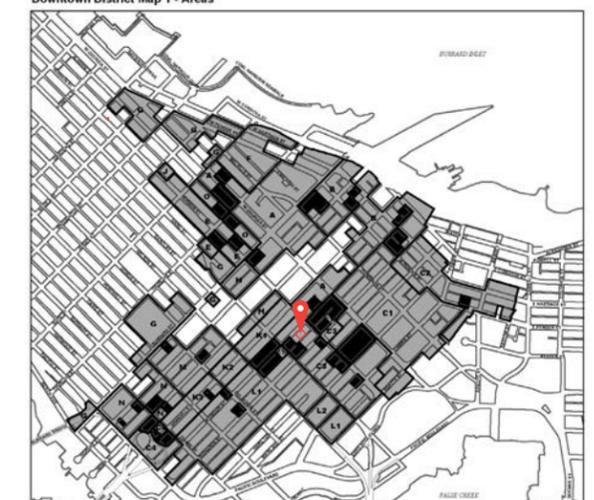
(a) Hotel;

(h) Dwelling Uses;

(i) Retail Commercial;

→ The site is in 'C3' area. The proposed program of the site is hotel which is a permitted use.

Downtown District Map 1 - Areas  
Downtown District Map 1 - Areas

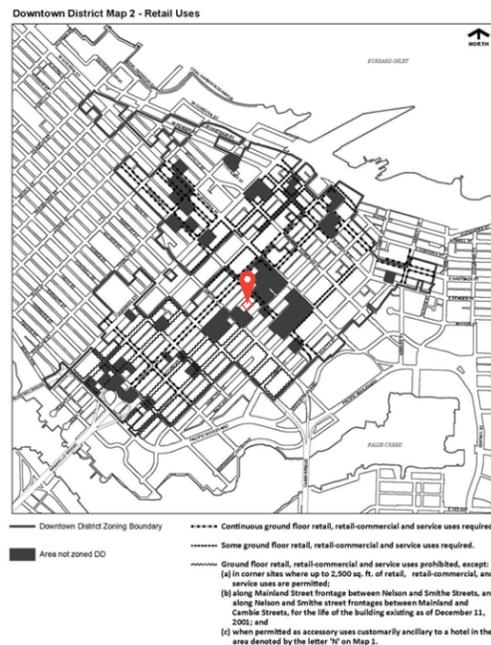


# 3.3 Policy Guideline Analysis

## REQUIRED RETAIL USE CONTINUITY

The intent of this section is to provide for retail, retail-commercial and service uses along existing and potential pedestrian routes for the interest and enjoyment of pedestrians

→ The site is along Seymour St., a half block from the major shopping artery Robson Street. Although it is outside the retail, retail-commercial or service required zone according to the Downtown District Map 2, the project provides continuous commercial frontage.



## DENSITY

Vancouver's Downtown is and will remain the highest-density commercial area within the City and within the Greater Vancouver Region.

1. In the area denoted by the letter 'C3', the total density for all permitted uses must not exceed a floor space ratio of

5.00, the total density for non-residential uses must not be less than a floor space ratio of 2.00;

2. The Development Permit Board may permit an increase in the floor space ratio for hotels in the areas denoted by the letters 'A', 'B', 'C1', 'C3', 'C4', 'F' and 'O' on Map 1.

→ The proposed rezoning seeks to increase the permitted density to 17.7 FSR. The site is located in the 'C3' Area of the DD-ODP which anticipates and supports increased density for hotel uses.

## HEIGHT OF BUILDINGS

The height permitted under the current zoning is 91.4m. The Development Permit Board may increase the basic maximum height to 137.2m.

→ The proposed building height is 317' to top of elevator overrun which is within the maximum allowable height of 317.5' (96.7m) permitted by the view cone and lower than the increased basic maximum height of 450' (137.2m) that the Development Permit Board may permit.

## HORIZONTAL ANGLE OF DAYLIGHT

Each exterior window must be located so that a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, will encounter no obstruction over a distance of 24.0 m.

→ The proposed design fully respects existing neighboring buildings. The mass of the building has been carefully oriented without any encroachment of horizontal angle of daylight from habitable rooms on adjacent sites. Refer to page 5.1 daylight analysis.

## SOCIAL, CULTURAL AND RECREATIONAL AMENITIES AND FACILITIES

Social, cultural and recreational facilities shall be provided for the enjoyment of downtown residents and employees. Including facilities which provide opportunities for physical fitness; facilities for general recreation; facilities which provide a service to the public; and facilities for arts and culture.

→ The proposal includes generous amenity space and workout rooms in the lower part of the building for the well-being of hotel guests and its employees. Additionally, the openness of the podium and connectivity of the bar & lounge spaces to the lane creates an opportunity for enhanced public realm and the potential for enhanced programmed activities.

## PUBLIC REALM DESIGN

The purpose of this section is to help create distinctive areas and neighbourhoods in the Downtown through the enhancement of the public realm with special treatment of the streetscape. Aspects to consider include, but are not limited to: setback requirements, paving, lighting, planting, driveway crossings, pedestrian entrances and walks, seating, display windows, weather protection, garbage storage, and loading facilities.

→ The proposal fulfills the purpose of the public realm design. By arranging significant amenity space and the public lounge on the ground floor and lower levels, the proposed design helps to transform a mid-block surface parking lot and reconnects Seymour to a continuous public realm experience. The building is configured to appear warm and inviting, with generous glazing. Continuous weather protection supports the year round use of the sidewalk along Seymour St.

## 3.3 Policy Guideline Analysis



### 3.3.4 DOWNTOWN (EXCEPT DOWNTOWN SOUTH) DESIGN GUIDELINES (1997)

#### DESIGN GUIDELINES

The design guidelines prescribe the general criteria for new development and form the basis for the preparation of, and approval of development proposals. The design guidelines are also intended to encourage increased awareness of the immediate and overall environment.

The intent, in the adoption of this Downtown Design Guidelines and those accompanying it, is as follows:

#### PUBLIC OPEN SPACE

2.1 General Objective: To provide varied, accessible, and, where appropriate, interconnected open spaces to be used by a wide range of people throughout the year. These spaces should provide areas for resting, and visual relief in terms of landscaping, also spaces for group activities, and in some cases spaces for larger public gatherings.

→ While the building podium extends to the property line, the hotel amenity and lounge spaces have been placed at the ground floor. These spaces incorporate large amounts of transparent glazing and an opening wall system along Seymour street to create porosity at grade, inviting the public into the bar and lounge. Through the lounge, a connection exists through to the activated lane.

2.2.1 Public Open Spaces At or Near Grade: Spaces should be varied, interesting, and should be designed to reflect their different functions, activities, and topography. Elements such as level changes, plant material, and pattern should be carefully related; Spaces associated with heavy pedestrian volumes should be designed to incorporate such uses as retail shops or restaurants.

→ The hotel lounge and bar spaces have been placed on the ground floor to create an activated urban realm. The transparency of L02 and L03 reveal the amenity activity on those levels.

2.2.4 Semi-Public Open Spaces Above Grade and on Low Roof Levels:

(b) In the design of such spaces, consideration should be given, where possible, to future linkages to similar spaces associated with adjacent buildings or structures;

→ The proposed design provides terrace spaces on the lane on both levels O2 and O3. These are strategically placed to provide an opportunity to tie into a potential future development across the lane at Richards St.

(g) Appropriate commercial and recreational uses should be encouraged in these rooftop locations to increase their use and safety through public supervision.

→ The proposed design includes both podium and rooftop amenity spaces, including outdoor terraces to take in stunning views of the Vancouver skyline.

#### SOCIAL AND CULTURAL AMENITIES

3.1 General Objective: In order to achieve a vital downtown, it is desirable to provide social and cultural amenities in addition to the various public space requirements.

3.2.1 (c): Where possible and where a need is demonstrated, recreational amenities and sports facilities such as squash and handball courts, gymnasias, exercise and jogging areas, and swimming pools should be included in a development;

→ The proposal provides an indoor gym for hotel guests.

3.2.3 (a): Public uses should be concentrated at, and accessible from, the street. Similarly, public uses should orientate around strong “off street” existing and proposed pedestrian routes;

→ Proposed public use – Hotel reception, lounge and bar have been located on the ground floor near the main entrance, and are supported by heavy pedestrian traffic.

3.2.3 (d): Uses associated with motor vehicles, including truck loading, waste storage and removal, should not be

located on the ground floor nor in a location which conflicts with pedestrian movement patterns. These uses, where so located, should be screened from public view.

→ Proposed loading, waste storage, and other service functions are predominantly located below grade to avoid conflicts with the public routes and views. While some loading is proposed at the lane due to site constraints, it will be screened from public view in order to create a seamless guest and user experience at the passenger drop off area.

#### VIEWS

Existing views should be protected and, wherever possible, new views should be created from the pedestrian levels of any public and semi-public space.

→ The design complies with view cone bylaws. A rooftop amenity lounge and terrace are located at the top levels of the building, creating opportunities for guests to enjoy the beautiful views of the City skyline and North Shore mountains. [See pages 34-35 for view cone information]

#### ENVIRONMENTAL

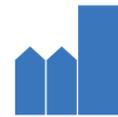
5.1 General Objective: Such environmental considerations as provision of sunlight, weather-protected pedestrian routes, and relatively wind-free open spaces, along with other design criteria, are necessary in new building design and within the total urban environment to ensure continual pedestrian use and a vital Downtown.

→ Canopies along Seymour Street and a covered drop-off zone at the back lane provide continuous weather protection.

5.2.5 Introduction of Nature:

(b) The introduction of large trees, both evergreen and deciduous, will be encouraged. Special emphasis should be given to the introduction of trees along the major pedestrian

# 3.3 Policy Guideline Analysis



## 3.3.5 REZONING POLICY FOR THE CENTRAL BUSINESS DISTRICT (CBD) AND CBD SHOULDER (2009)

routes and in all public and semi-public open spaces;

→ Street trees will be provided to enhance the pedestrian experience along Seymour St.

### PHYSICAL DESIGN

#### 6.2.1 Architectural Design:

(a) Buildings should be sympathetic to the pedestrian environment and should avoid impersonal facades, especially at pedestrian levels.

→ The proposal provides continuous weather protection and a predominantly glazed podium with lots of porosity. A sense of warmth and welcoming is encouraged through the design at the street level.

(b) Tower portions of Downtown buildings should be evaluated with respect to their compatibility with surrounding structures, their contribution to the general skyline, their adherence to other guidelines and the intrinsic excellence of their form.

→ The tower form considers glazing placement to respect the privacy of surrounding residential towers. A double height rooftop lounge is provided at the top of the building. This distinctive move will add significant visual interest to the City's skyline.

#### 6.2.3 Relationship to Immediate Area

(a) New developments should contribute to the continuity of pedestrian activity and movement, particularly where pedestrian pathways and/or arcades are indicated;

→ By arranging significant amenity space and the bar and lounge spaces on the ground floor and lower levels, the proposed design helps to transform a mid-block surface parking lot and reconnect Seymour St. to a continuous pedestrian experience. Continuous weather protection is provided to tie into the canopies provided on adjacent developments.

### APPLICATION AND INTENT

The intent of this rezoning policy is to provide guidance for the commercial (non-residential) intensification of the CBD and CBD Shoulder. These areas are fundamental to meeting the long-term demand for job space.

→ The site is located in the C3 Area along Seymour Street between Robson and Smithe.

The proposed program helps to address the long-term demand for job space through the provision of commercial space. Additionally, the contribution of the proposal to the tourism industry will help to reinforce Vancouver's position as a world class destination.

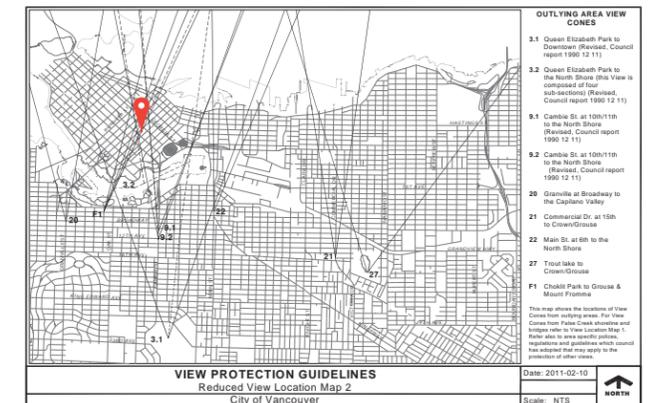


## 3.3.6 VIEW PROTECTION GUIDELINE (2011)

### INTENT

City Council has adopted view cones to protect selected threatened public views.

View Location Map 2 (Outlying Areas)



→ The site is affected by view cone F1, as indicated in View Location Map 2. There are two view cones that diagonally pass across the site. The maximum height allowed by the more easterly view cone (along Seymour St.) is 317.5' (96.7m); the more westerly view cone (along the lane) is higher permitting height up to 402.5' (122.6m). Refer to page 3.11 and 3.12 Views for a more detailed diagram and information.

The proposed building height is 317' which is within the limits imposed by the view cones. [See pages 34-35 for view cone information]

### REZONING FOR NON-RESIDENTIAL DEVELOPMENT

Rezoning for non-residential development may be considered throughout the CBD and CBD Shoulder.

→ Proposed program of the site is hotel use which is classified as non-residential development.

## 3.3 Policy Guideline Analysis



### 3.3.7 GREEN BUILDING POLICY FOR REZONING (UPDATED 2022)

The new Green Building Policy for Rezonings was updated in May 2022. The new requirements include the following:

- (1) ZEBP Rezoning Energy Checklist and energy model
- (2) Embodied Carbon Design Report and LCA model
- (3) Integrated Rainwater Management and Green Infrastructure
- (3) Resiliency strategies

→ This project complies with the updated requirements for the Green Building Policy for Rezoning enacted May 19th, 2022.

The project is actively seeking ways to reduce energy consumption, implement low carbon strategies (both for building construction and operations), manage rainwater on site, and provide a robust and resilient building typology.

The project team will investigate opportunities to reduce embodied carbon by optimizing structural elements, and increasing supplementary cementitious materials for concrete mixes.

Due to the early stage of design, all elements are not modelled, therefore, are not accounted in the life cycle assessment. The LCA will be updated for Building Permit and will include more detail, for this reason, there will likely be an increase in the total GWP.

**Energy** - Connection to the downtown NES will be considered when evaluation energy options. Mechanical system evaluation considers the balance of energy consumption, occupant comfort, and maintenance requirements.

**Embodied Carbon** - From schematic design through to design development the project team will continue to explore design strategies to reduce the total embodied carbon of the building.

**Integrated Rainwater Management** - The footprint of the site makes onsite infiltration an infeasible option. However, a green roof on the Level 03 rooftop may be feasible to help meet water reduction targets and will be reviewed during the design phase of the project.

**Resiliency Strategies** - The project is considering ways to create a robust and resilient design that can withstand changing weather patterns and extreme weather events.

## 3.3 Policy Guideline Analysis



### 3.3.8 DD (EXCEPT DOWNTOWN SOUTH) C-5, C-6, HA-1 AND HA-2 CHARACTER AREA DESCRIPTIONS (1975)

#### Existing Character Area N - Robson Street

**3.2 Development Objectives** – The Robson St.. Character Area has a significant informal pedestrian orientation and a number of strong local neighborhood identities, ranging from Stanley Park in the west to the Stadium in the east.

→ Although the project is not located on Robson St.. its close proximity is important to take into consideration for the design of a high quality pedestrian oriented frontage. The hotel is conveniently located within walking distance of major attractions such as BC Place, Rogers Arena, and the Vancouver Art Gallery.

**3.2.1 Image and Character** – It is important that new developments reinforce and enhance the smaller-neighborhood character of Robson St.. and contribute to the street's informality and intimate human scale characteristics.

→ The 3-storey podium of the building contains bar, lounge and amenity spaces geared towards a human scale with warmth and transparency from Seymour St.. welcoming pedestrians inside.

**3.2.2 Views** – There is a wide range of views along Robson St.. to Stanley Park, the North Shore mountains, and the water. Existing street-level views to these areas should be preserved by ensuring that physical elements do not protrude into the view cone. Efforts should be made to seek a reasonable balance between preserving existing residential views and providing views for the new development.

→ View cones have been respected regarding building height. The form of the tower provides an 80' setback along Seymour St.. from the facing residential tower.

**3.2.3 Street Definition and Visual Image** – Reinforcing the informal character of Robson St.. by defining the street edge and creating a sense of street enclosure are important. Creating a high-quality environment within the public realm should be considered by providing street trees, decorative

lighting, displays, decorative paving materials and a variety of street furniture.

→ Street trees will be planted along Seymour St.. to continue the greenery from the adjacent development, making it a more pleasant experience for pedestrians.

**3.2.4 Pedestrians** – Major pedestrian amenities and facilities should be provided for the existing and increasing number of pedestrians, such as: weather protection, wider sidewalks, decorative paving, landscaping, lighting, street furniture, signs, and ground floor façade treatment paying particular attention to existing and potential pedestrian movement.

→ Canopies along Seymour St.. and the lane will provide continuous weather protection for pedestrians, and a high-quality podium façade coupled with heavy timber interior will invite those walking by into the space.

**3.2.5 Landscaping and Open Space** – The provision of landscaping is encouraged, such as a significant tree planting program in the public realm that considers the following: appropriate species, size and scale, spaced appropriately, be planted in the ground (rather than in at-grade containers), do not block significant views, and minimize pedestrian obstruction.

→ Street trees will be planted along Seymour St..

**3.2.6 Vehicular** – Reinforce pedestrian continuity along Robson St.. by discouraging off-street surface parking and maintaining traffic flow.

→ Currently the site is a surface parking lot. By developing the site into a commercial development with dynamic public uses, parking is relocated underground and accessed from the lane, improving the experience for pedestrian.

**3.2.7 Building Elements** – The design of any building should contribute to the special characteristics of Robson St.. and

its specific location, such as: ensuring that all buildings orient their major building elements (including entrances and storefronts) to Robson St., ensuring the treatment and articulation of lower floors of buildings are of human scale and relate to pedestrians, development of interesting roof outlines to contribute to the overall downtown skyline, ensure that shadows cast on any public or semi-public open space are minimized, and consider the impact of new developments on wind and micro-climate conditions.

→ Special consideration has been given to the form and massing of the tower and articulation of the podium as an inviting space seen from Robson St.. enticing pedestrians towards it. The roof of the building has a finer filigree of scale. The rooftop terrace, coupled with an expression and illuminated screening will act as a beacon at night. See section 5.7 for shadow studies which consider shadows cast on adjacent open spaces.

**3.2.8 Special Opportunities** – Ensure that the design of new buildings are particularly sensitive in relationship to any nearby or adjacent buildings of architectural or heritage merit.

→ Along Seymour St.. the project faces the backside of the historic Orpheum Theater, which has significant cultural and architectural value. Direct adjacency of the Hollywood North Building to the south of the site (which is not on the Heritage register, but which has been noted by the City as having Heritage value) has also been considered in relation to tower setbacks, opaque and transparent materiality, and placement of hotel entries.

# 3.3 Policy Guideline Analysis



## 3.3.9 CITY CORE 2050 VISION (2017)

City Core 2050 is a planning program to create a shared vision for the City's core to renew the planning, development regulations and urban design framework for Vancouver's City Core into a coherent, holistic vision for the next three decades. The City of Vancouver's economic growth is leading the nation, and Downtown Vancouver's quality livability provides an important economic advantage and is one of the reasons why people choose to live, invest, and work in Vancouver. There are many opportunities to strengthen and enhance Vancouver's livability, sustainability, and economic success for the years ahead. Issues of housing affordability, heritage preservation, cultural diversity, and environmental responsibility for Vancouver's City Core are of paramount importance for this program.

### Vancouver Employment Lands Strategy

The city's core area is a major center for jobs including the Central Business District. Emerging policy directions will ensure both an adequate supply of jobs and appropriately matched job space to support a robust and diverse economy over the coming decades. The goal is to align job growth needs with job space demand within the City, Region, and beyond.

→ Transforming the existing site from a surface parking lot into a hotel with public amenities will add important jobs to the CBD Shoulder area, and support the tourism industry by providing much needed hotel rooms in the downtown core.



## 3.3.10 CENTRAL AREA PEDESTRIAN WEATHER PROTECTION (EXCEPT DOWNTOWN SOUTH) (1978)

Weather protection for pedestrians is important in Vancouver, where measurable rainfall occurs on average 40% of the year. The guidelines and policy regarding pedestrian weather protection contain the following main objectives:

**A) Weather protection** – A comprehensive and continuous pedestrian weather protection system should be developed and can include awnings, canopies, building recesses and arcades, along significant pedestrian public streets and private development areas. The provision of adequate weather protection for pedestrians at significant waiting and gathering places is also of major concern.

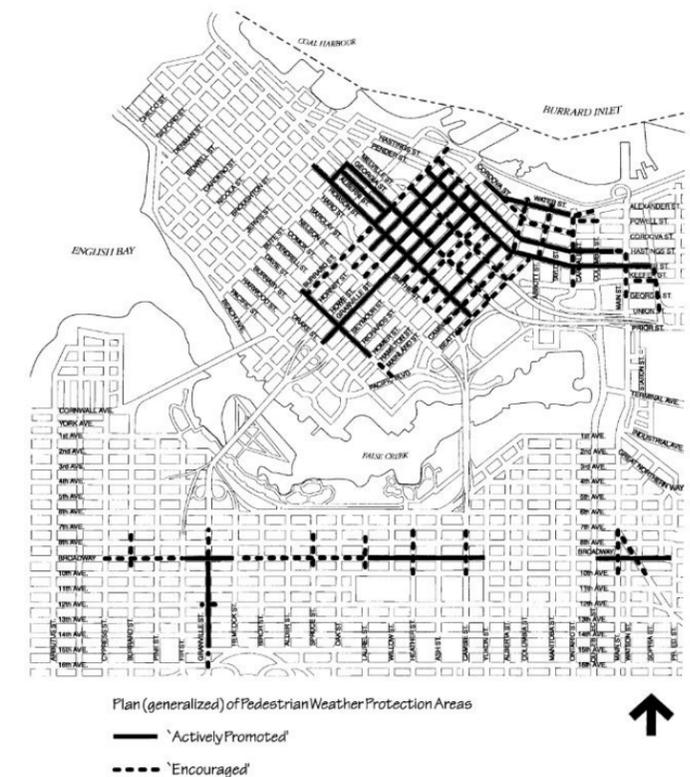
→ Continuous weather protection is encouraged on the site. Integration of canopies into the building design and continuity with the canopies of adjacent developments has been considered. Continuous canopies are integrated into the façade language of the building and are provided along both Seymour St.. and the lane promoting pedestrian activity, while also enhancing waiting areas for pick up and drop off. Building entries on both Seymour St.. and the lane are recessed to allow for a sense of arrival, considering the pedestrian experience of guests and the public.

**B) Livability and amenity** – Encouragement of a greater number of people to move around by foot and public transit within the central area of the city, with an emphasis on the pedestrian function of public streets and provision of a supportive environment for activities such as window shopping, and other active pedestrian street uses.

→ Close proximity of multiple forms of transit to the building further encourage pedestrian movement towards the site. Continuous canopies work in tandem with a transparent podium façade showcasing the bar and lounge within while inviting those walking along Seymour St.. into the building.

**C) Shopping area improvement** – the further enhancement of the appearance of special pedestrian-oriented shopping districts which already have an established character due to the presence of small-scale awnings and canopies, and the improvement of the economic viability and advantages of establishing shopping areas by creating areas which are usable in all weather without having to go underground.

→ The project is located on Seymour St.. between Robson and Smithe Streets. Visibility of the podium from Robson St. has been considered to help to draw pedestrians from the Robson St.. shopping area down along Seymour St.. towards the publicly placed program within building podium.



# 3.3 Policy Guideline Analysis

## 3.3.11 VANCOUVER NEIGHBOURHOOD ENERGY STRATEGY (2012)

Neighborhood Energy Systems (NES) are shared infrastructure platforms which provide heating and/or cooling infrastructure for multiple buildings, and are most suitable in dense urban areas. This Strategy outlines 2 methods for achieving a 120,000 tonne reduction in CO2 emissions per year, in accordance with The Greenest City Action Plan: 1) the conversion of existing steam heat systems, and 2) new NES systems which take advantage of density and economies of scale to make renewable energy sources more viable for future developments. The ultimate goal of this strategy is to address concerns regarding climate protection, energy security, and economic resiliency.

### The Downtown Area

The study identified 3 key target areas that may be viable for the establishment of NES: 1) The Downtown, 2) The Cambie Corridor, and 3) Central Broadway. The Downtown has the greatest carbon reduction potential of any area in the City and is characterized by the presence of a large established steam heat system, which has a huge carbon emission reduction potential. The Downtown approach focuses on strategies to facilitate the conversion of existing steam energy to a low carbon energy supply, the identification of opportunities for complementary low carbon systems, and the use of policy to secure the connection of new developments while seeking to address concerns regarding risk of investment and supply technologies.

→ The project site is situated within Downtown Vancouver, and is a new building within the CBD Shoulder area. The CBD was identified in the report as one of the areas where significant development is underway/anticipated. The close proximity of the site to the CBD will be evaluated when considering energy options.

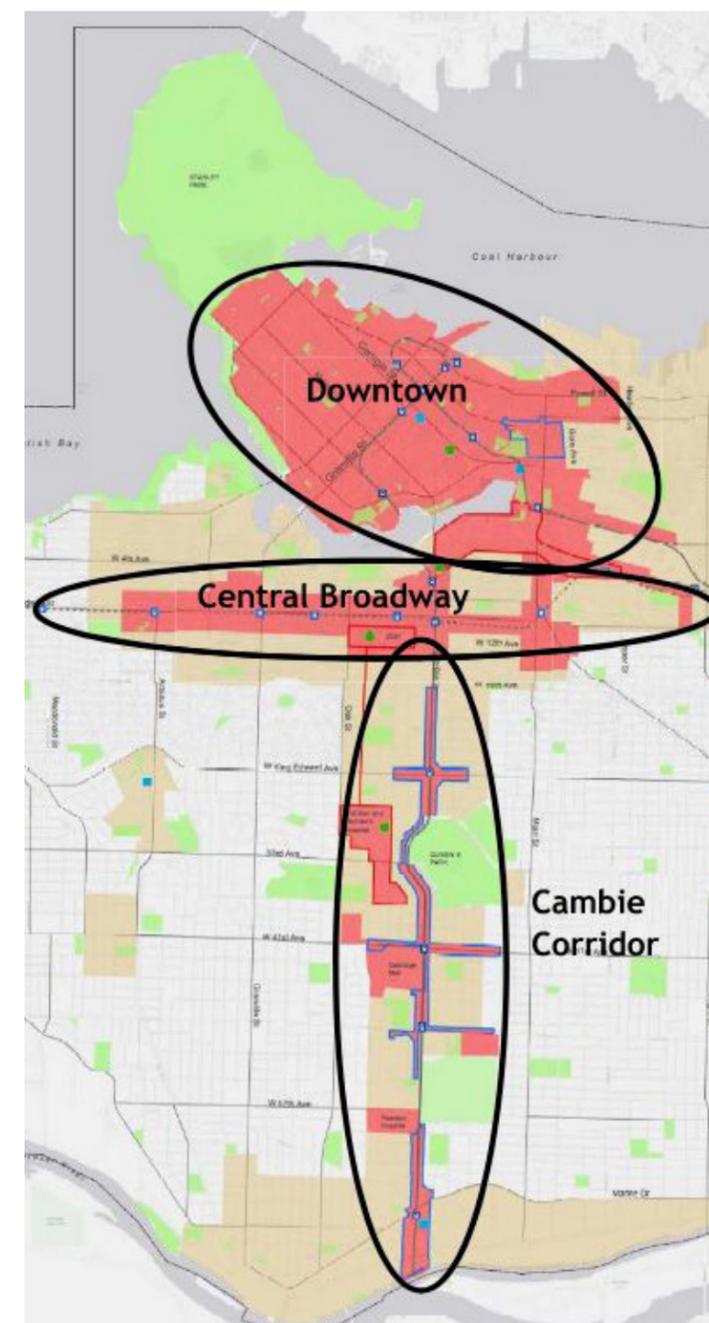
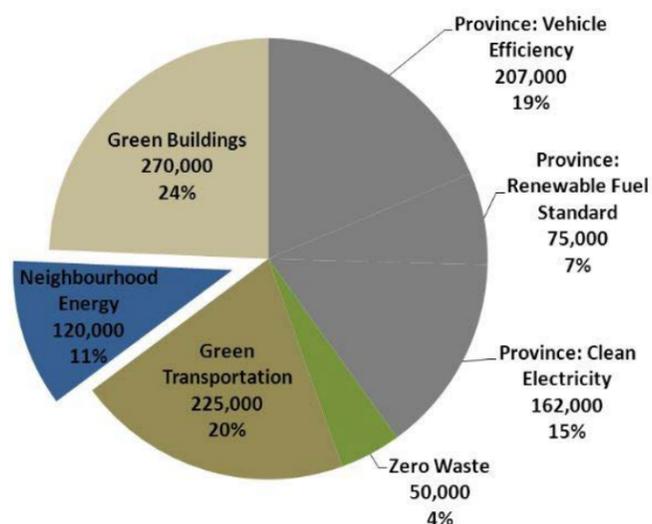


FIGURE 1. GREENEST CITY ACTION PLAN 2020 GHG REDUCTION TARGETS (TONNES/YEAR)



## 3.4 Supplemental Policy Analysis

Supplemental policy also considered includes:

- 3.4.1- Greenest City - 2020 Action Plan
- 3.4.2 - Renewable City Strategy (2015)
- 3.4.3 - Healthy City Strategy (2015)
- 3.4.4 - Community Amenity Contributions — Through Rezoning (1999, last amended 2018)
- 3.4.5 - Public Art Policy for Rezoned Development (1994, last amended 2014)
- 3.4.6 - Urban Forest Strategy (2014)
- 3.4.7 - Biodiversity Strategy (2016)
- 3.4.8 - Vancouver Bird Strategy (2015)
- 3.4.9 - Transportation 2040 Plan (2012)
- 3.4.10 - Vancouver Economic Action Strategy (2011)



### 3.4.1 GREENEST CITY - 2020 ACTION PLAN PART TWO: 2015-2020

The Greenest City Action Plan is a strategy for staying on the leading edge of urban sustainability. The road map for becoming the greenest city in the world by 2020 outlines ten goal areas and fifteen measurable targets that work together to form one integrated plan. The city has been tracking results in order to update policy and measure progress.

→ The proposal intends to align with the plans applicable goals and targets.



### 3.4.2 RENEWABLE CITY STRATEGY (2015)

The Renewable City Strategy establishes two targets for all of Vancouver:

- Derive 100% energy used in Vancouver from renewable sources before 2050
- Reduce Greenhouse Gas emissions by at least 80% below 2007 levels before 2050

The strategies to achieve these goals by 2050 include reducing demand, increasing the use of renewable energy, and expanding the supply of renewable energy sources. The goals of the Renewable City Strategy guide the goals set in the Green Buildings Policy for Rezoning. The Renewable City Strategy also calls for the expansion of existing Neighbourhood Renewable Energy Systems and the development of new renewable energy systems.

→ The feasibility of eliminating fossil fuel use in the building will be considered; a high-performance building enclosure will mitigate excessive green house gas emissions associated with the operation of the building.



### 3.4.3 HEALTHY CITY STRATEGY (2015)

This document aims to address the needs of Vancouver's inhabitants. Organized into three themes: Healthy People, Healthy Communities, and Healthy Environments with targets that ensure people have access to housing, services, transit, food, culture, and green space.

→ Reinvesting in the neighbourhood will benefit the city by improving the character of the streetscape, and encouraging users of the building to walk and use public transit. The Seymour proposal places a strong emphasis on transparency at street level and strategically places animated program adjacent to the street. Most importantly, the proposal places commercial uses (hotel) in the CBD shoulder which reinforces the City's intent to place jobs and high-intensity uses in areas well serviced by the existing transit, cycling, and pedestrian mobility network.



### 3.4.4 COMMUNITY AMENITY CONTRIBUTIONS - THROUGH REZONINGS

Community Amenity Contributions (CACs) are in-kind or cash contributions provided by property developers to help address growth costs, area deficiencies, and/or other community needs and impacts. CACs are generally for capital facilities.

There are two types of CAC policy areas in Vancouver:

1. The citywide CAC area applies to most of the city. For all rezonings in the Citywide CAC area, the CAC is determined through a negotiated approach.
2. Specific CAC policy areas apply to locations with their own CAC and/or public benefit policies. For all rezonings in the area-specific CAC policies, the CAC is determined through a CAC target and/or negotiated approach.

→ The proposal falls under Area #7 Downtown Commercial Linkage Program.

## 3.3 Policy Guideline Analysis



### 3.4.5 PUBLIC ART POLICY FOR REZONING DEVELOPMENT (1994)

The Public Art Policy applies to:

- All floor areas contributing to the FSR calculation of any residential, commercial, institutional or industrial rezoning resulting in increased floor space or in a change from agricultural or industrial to commercial or residential use.
- Rezoning developments of 100,000 square feet (9,290 square meters) or greater.
- The Policy may also apply, at the discretion of the City, to projects where a substantial public benefit is sought.

The public art budget is calculated by multiplying all areas contributing to the FSR calculation (as established for the Development Permit) by the public art rate of \$1.98 per square foot or \$21.3125 per square meter.

Prior to rezoning enactment, the elected option, Onsite Artwork (Option A) or Cash-in-Lieu (Option B), must be confirmed.

→ The project will comply with the bylaw.



### 3.4.6 URBAN FOREST STRATEGY (2014)

The Urban Forest Strategy provides direction for the retention and regeneration of Vancouver's urban forest. Any street trees will have to be fully protected and maintained during construction. An arborist's report will be required for any of the existing trees on site.

→ Street trees will be included in the proposed design to help improve the street experience.



### 3.4.7 BIODIVERSITY STRATEGY (2016)

The biodiversity strategy contains objectives and targets to increase biodiversity across Vancouver and access to nature for the City's inhabitants. Objectives include the restoration of habitats and species, to protect and enhance biodiversity during development, increase community engagement, and monitor biodiversity to track change and measure success.

→ The project will take these strategies under consideration while developing a landscape plan.



### 3.4.8 VANCOUVER BIRD STRATEGY (2015)

The City of Vancouver Bird Strategy does not require action, but it is a guideline with recommendations for building and landscape design. Bird friendly landscape design include strategies that incorporate native species of varying sizes, minimize human disturbance, reduce light pollution, and increase visibility of glass.

→ Throughout the design process, we will carefully consider opportunities to mitigate risk associated with bird collisions into glass. This may include visual markers or sunshades that reduce reflection as well as thoughtful landscape placement relative to glass windows. A reasonable window to wall ratio in the tower will further aid in reducing risk. Additional simple but effective measures – such as capping ends of open pipes and drains – will be incorporated.



### 3.4.9 TRANSPORTATION 2040 (2012)

Transportation 2040 is aligned with the Greenest City 2020 Action Plan. The three primary goals of the document are connected to Economy, People, and Environment. With a goal of hitting two thirds of all trips on foot, bike, or transit by 2040.

→ This proposal encourages traveling by walking, cycling, car sharing and public transit. It enhances the streetscapes along Seymour street, and provides an improved lane environment. Class A bike and Class B bike stalls for guests and hotel workers are provided.



### 3.4.10 VANCOUVER ECONOMIC ACTION STRATEGY (2011)

The Vancouver Economic Strategy presents a city-wide vision for economic development in Vancouver. The document suggests the following tactics to employ to achieve proposed outcomes:

- Work with local planners, business leaders, community organizations and citizens to refine employment space strategies that meet future growth needs, and align with local neighbourhoods.
- Research and apply best practices that densify urban employment, especially in relation to local neighbourhoods.
- Stronger business and job growth in key commercial zones.
- Better spaces that support new investment, and growing companies and their employees.
- More people who work in the neighbourhoods in which they live.
- Less dependency on automobiles.
- Increased employment density in key commercial neighbourhoods and along transportation routes.

→ The proposal provides commercial hotel and amenity space, densifying in the downtown core. This will provide jobs and support of the tourism industry on a site highly linked to multiple transportation routes, and within a prominent entertainment district of the city that is close to shopping and many other city attractions.



# 4.0 Design Rationale

## 4.1 Design Description

The project seeks to create a timeless and elegant addition to Vancouver's skyline while providing a new model for lifestyle hotels in the downtown core.

The tower design celebrates the module of the hotel rooms, creating a simple yet sophisticated backdrop against which the more public elements of the hotel program can be highlighted.

The City Room at the ground floor provides hotel amenity and bar space centred around an interconnected lounge on Seymour St..

Thy Skyroom at the rooftop of the tower provides additional hotel amenity space and provides guests with stunning views of downtown Vancouver.

The cool tones of the tower are purposely contrasted with the warm inviting glow of the public spaces, signifying these special moments in the design.

Entries prioritize continuous weather protection at both Seymour St.. and the lane, enhancing the guest experience.

The expression along Seymour St. is predominantly glazed to create porosity at the interface of the public realm. Through

the hotel lounge, a connection is created from Seymour St.. through to the lane. Covered terraced outdoor spaces have been placed at level 02 and 03 at the lane, helping to activate program on both sides of the building.

View from Seymour St.. looking east



# 4.2 Project Statistics

The project is seeking a rezoning under a CD-1. The following stats provide a summary of both the existing as well as proposed zoning requirements.

Site Information	
Civic Address	848 Seymour
Legal Addresss	Lot 7 to 9 Block 64 Plan VAP210 District Lot 541 New Westminister Lot 10 Block 64 Plan VAP210 District Lot 541 New Westminister Subsidi Dy Lot 11 N HLF
Current Zoning	DD (C3)
Proposed Zoning	CD-1
Community Plan	CBD Shoulder
Site Area	1,253.1 m2 (13,488.2 ft2)

Project Data			DD (C3)		CD-1			
			Permitted		Permitted		Proposed	
			Metric (m)	Imperial (ft)	Metric (m)	Imperial (ft)	Metric (m)	Imperial (ft)
Setbacks	Tower	Seymour St (From Curb)	5.5	18	7.5	24	6.5	21
		Lane (From Property Line)			9	30	8.7	28.5
		Side (North)	*	*	*	*	*	*
		Side (South)	*	*	*	*	*	*
	Podium	Seymour St (From Curb)	0	0	5.5	18	0**	0**
		Lane (From Property Line)	0	0	1.2	4	1.2	4
		Side (North)	0	0	0	0	0	0
		Side 9Aouth)	0	0	0	0	0	0
Tower Seperations	North	L'Aria Building	24	80	24	80	18	60
	East	Future Development	24	80	24	80	23.7	78
	South	Vita at Symphony Place	24	80	24	80	24	80
	West	Capitol Residence	24	80	24	80	24	80
Height	Tower		91.4	300	view cone	view cone	96.8	317.5
	Podium		21.3	70	21.3	70	12	39.5
Floor Plate	Tower		558	6500	N/A	N/A	697	7500
FSR			5.00		N/A		17.7	
Uses			Commercial, Residential, Institutional, Industrial (light), Park and Open space, Public Use and Facilities, Urban Farm Class B		Commercial, Residential, Institutional, Industrial (light), Park and Open space, Public Use and Facilities, Urban Farm Class B		Hotel	

\* See Tower Seperations for requirement

\*\* Request relaxation to 0m at Seymour St Setback to match condition neighbouring condition and avoid discontinuity in the public realm

# 4.3 FSR Summary

The total FSR for the project, excluding enclosed balcony exclusions, is 17.7.

Project Information		
Site Area	Metric (m)	Imperial (ft)
	1,253	13,488
Hotel GFA	21,894	235,659
Office GFA	465	5,000

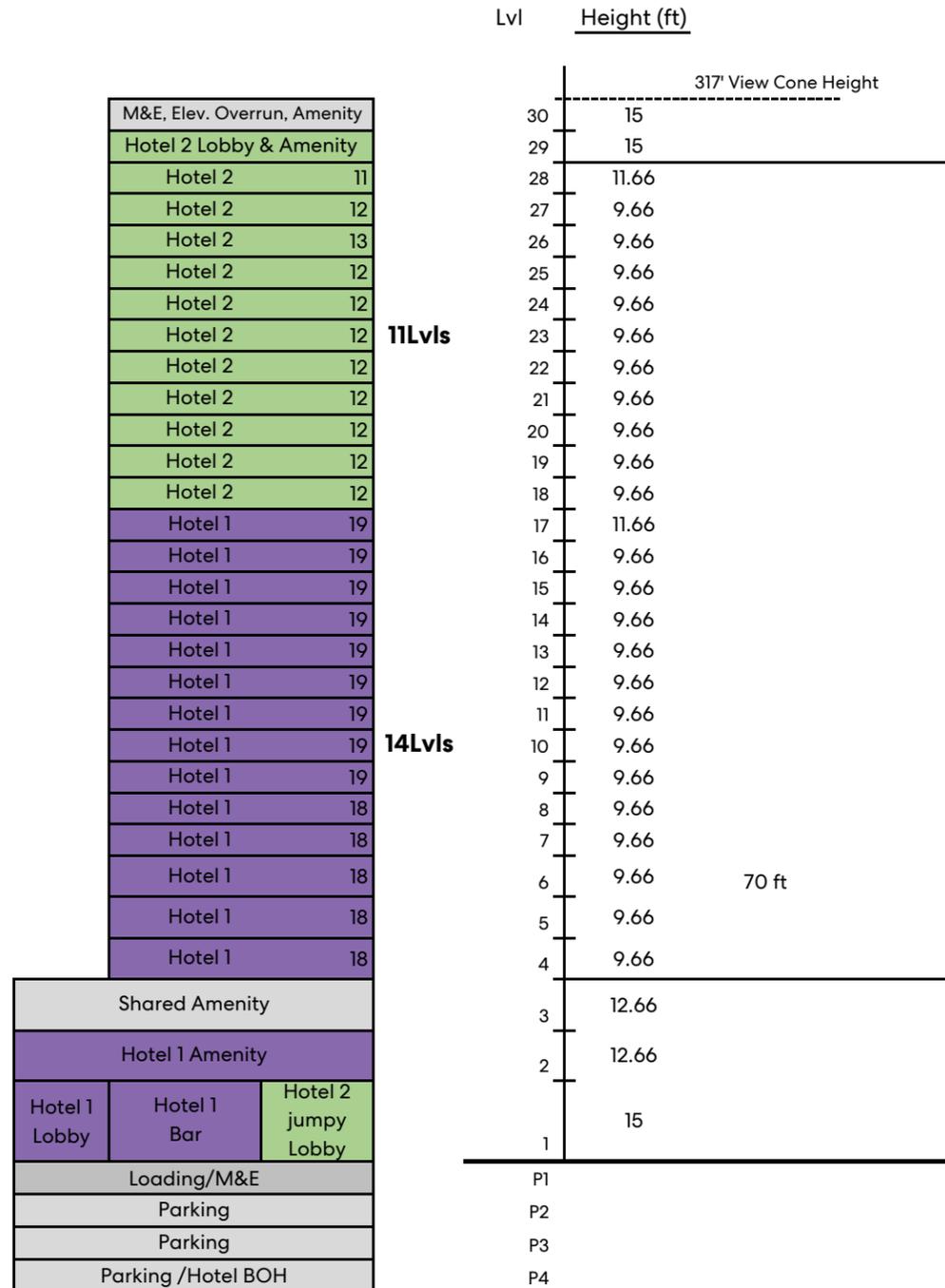
Project Data	DD (C3)		CD-1			
	Permitted		Permitted		Proposed	
	Metric (m)	Imperial (ft)	Metric (m)	Imperial (ft)	Metric (m)	Imperial (ft)
<b>Exclusions</b>						
Amenity	N/A	N/A	N/A	N/A	0	0
Storage	N/A	N/A	N/A	N/A	0	0
Mechanical	N/A	N/A	N/A	N/A	0	0
Wall	N/A	N/A	N/A	N/A	0	0
Enclosed Balcony	N/A	N/A	N/A	N/A	211.7	2,278.7
<b>Total Hotel FSR</b>					22,146.3	238,380.6
<b>FSR</b>	5.00		N/A		17.7	

# 4.4 Program

The program contains two types of hotel rooms, short term stay (261 rooms) and long term stay (132 rooms) which makes up the bulk of the program from levels 04-28.

Levels 01-03 contain "active program" which consists of bar and lounge space, as well as hotel and amenity spaces, and outdoor terraces. The podium amenities along Seymour St.. will help draw people from Robson St.. to the mid-block site.

Levels 29 and 30 consist of hotel amenity and an outdoor terrace, providing stellar views of downtown Vancouver.



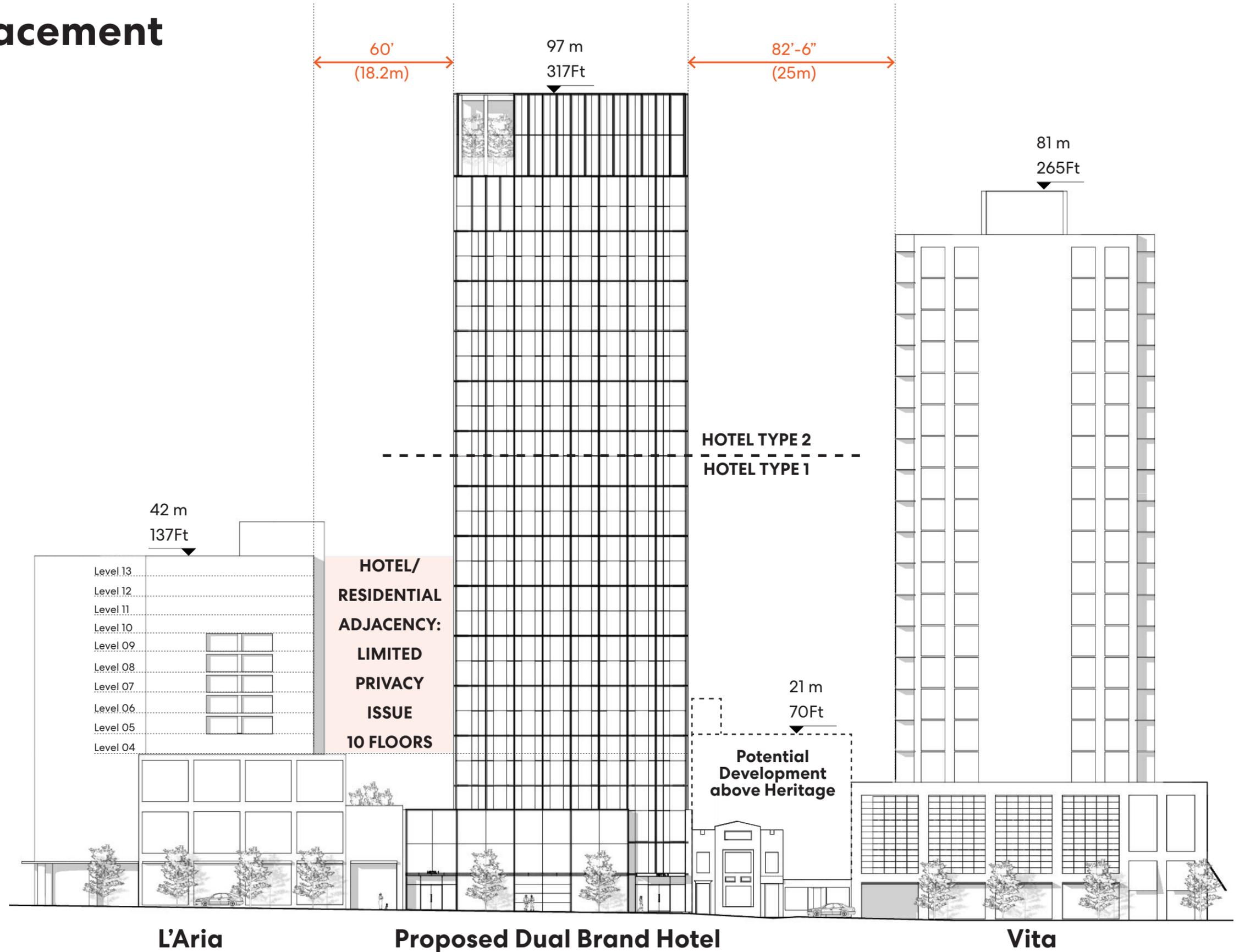
Hotel 1		
Room Type	Qty	% Provided
STND A	166	63.6%
STND AP	56	21.5%
STNS A2	1	0.4%
STND A3	1	0.4%
STND B - ACC	14	5.4%
STND C	14	5.4%
STND D	9	3.4%
<b>Grand Total:</b>	<b>261</b>	<b>100%</b>

Hotel 2		
Room Type	Qty	% Provided
Standard King A	22	16.7%
Standard King B	4	3.0%
Studio King A	22	16.7%
Studio Q/Q A	6	4.5%
Studio Q/Q B	6	4.5%
One Bedroom A	43	32.6%
One Bedroom B	19	14.4%
Cmns King A1	2	1.5%
Cmns King A2	1	0.8%
Cmns King A3	2	1.5%
Cmns King B1 (Acc.)	1	0.8%
Cmns King B2 (Acc.)	2	1.5%
Studio Commons A	1	0.8%
Studio Commons B	1	0.8%
<b>Grand Total:</b>	<b>132</b>	<b>100%</b>

<b>TOTAL UNITS:</b>	<b>393</b>
---------------------	------------

# 4.5 Program Placement

Separation of the proposed hotel and the L'Aria to the North acknowledges the side core configuration of the existing building. As a result, the existing homes are mainly oriented to the street or lane, not to the proposed hotel. The proposed hotel affects the bedrooms of 20 homes (2 homes/floor \* 10 floors). However, there is no impact to horizontal angle of daylight, refer to section 5.1 Daylight Analysis.



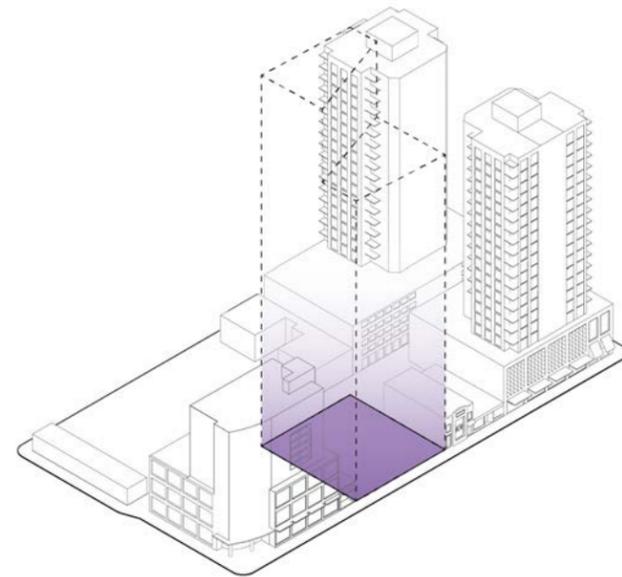
Affected Levels



View of the podium from Seymour St..

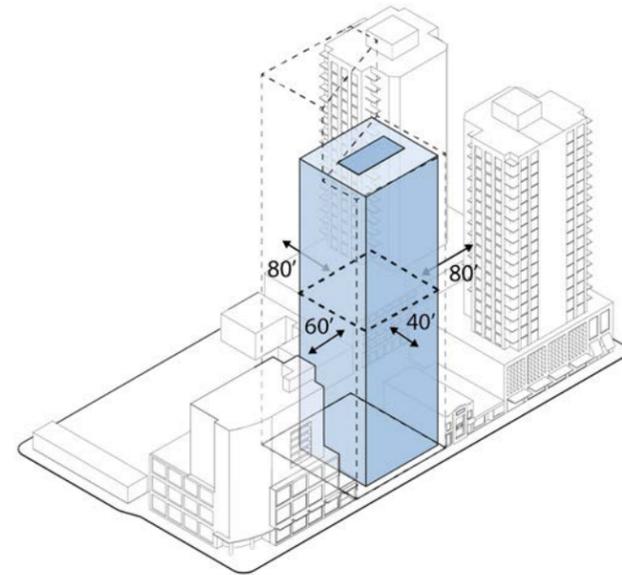
# 4.6 Massing Diagram

The building responds to site conditions, aligns with the built form guidelines for the area, and highlights moments in the building that are special all while celebrating the quiet and repetitive nature of a hotel module.



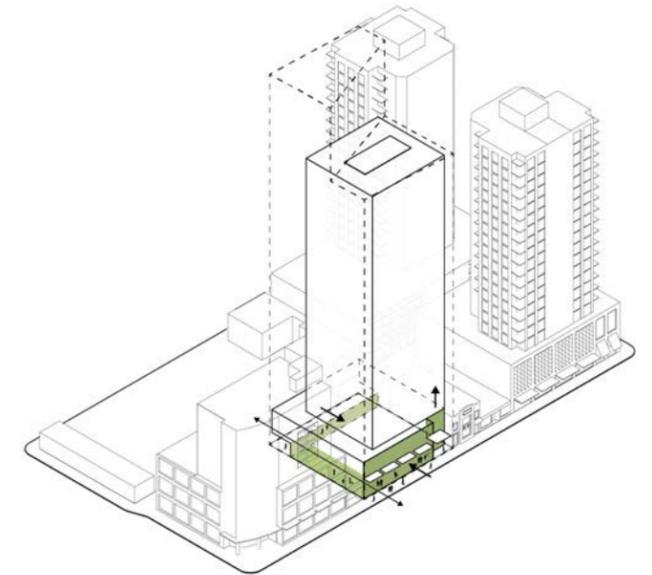
**Repair the Site.**

Take an infill site and convert it with density fitting of its context and surroundings.



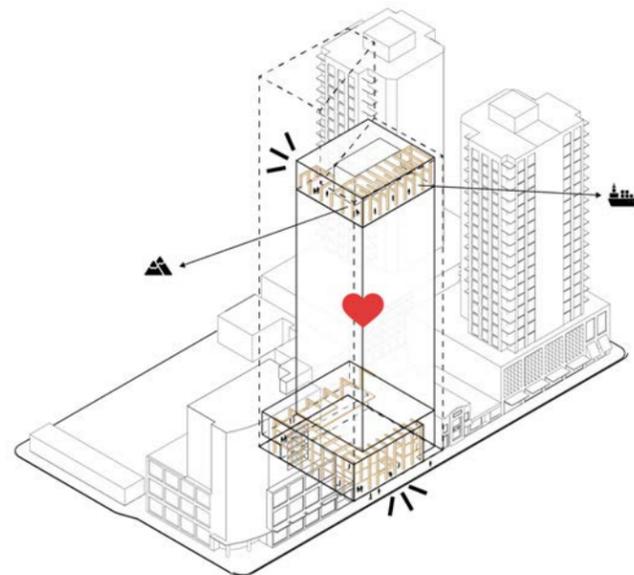
**Setbacks.**

The massing form responds to required building setbacks while providing minimum interior dimensions for hotel units.



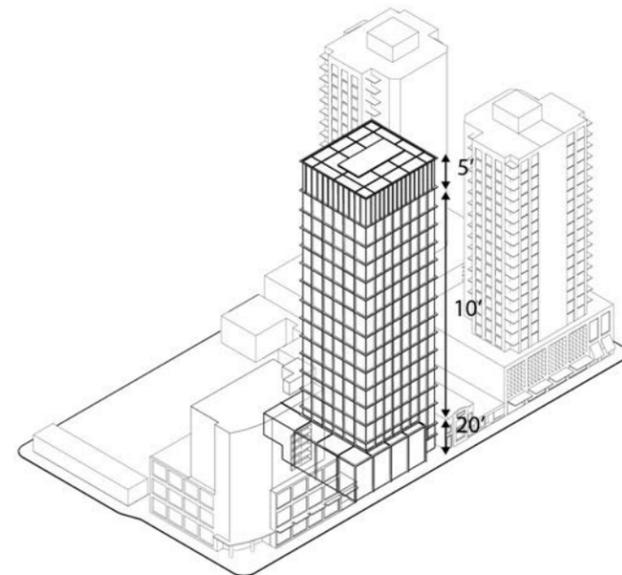
**Create Invitation/Activate the Lane**

Provide access and entry points at both Seymour Street and the lane to draw people across and through the mid block site. Provide continuous weather protection.



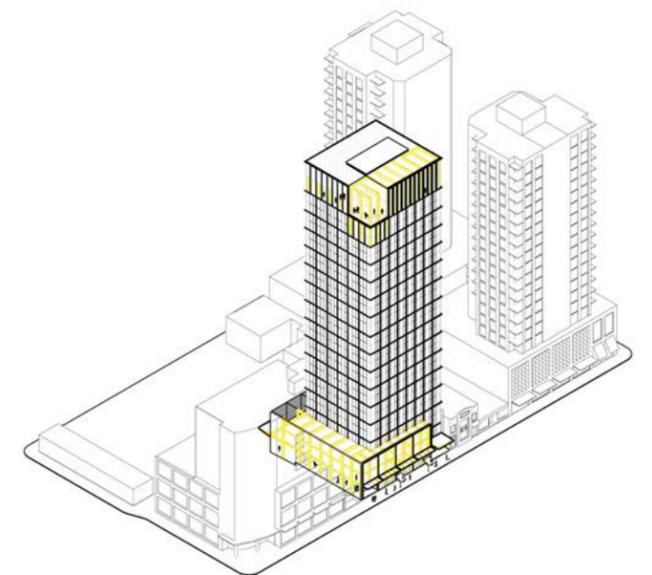
**Place Active Program.**

Highlight the public realm and the top of the building through the introduction of "City Room" and "Skyroom" amenity programming.



**Compose the Facade.**

A grid motif on the building facade transforms to suit the program. The scale increases at the podium "City Room" providing transparency, on the tower the rhythm is regulated to the size of the hotel rooms, and at the roof the pattern changes to cap the tower and highlight the "Skyroom".

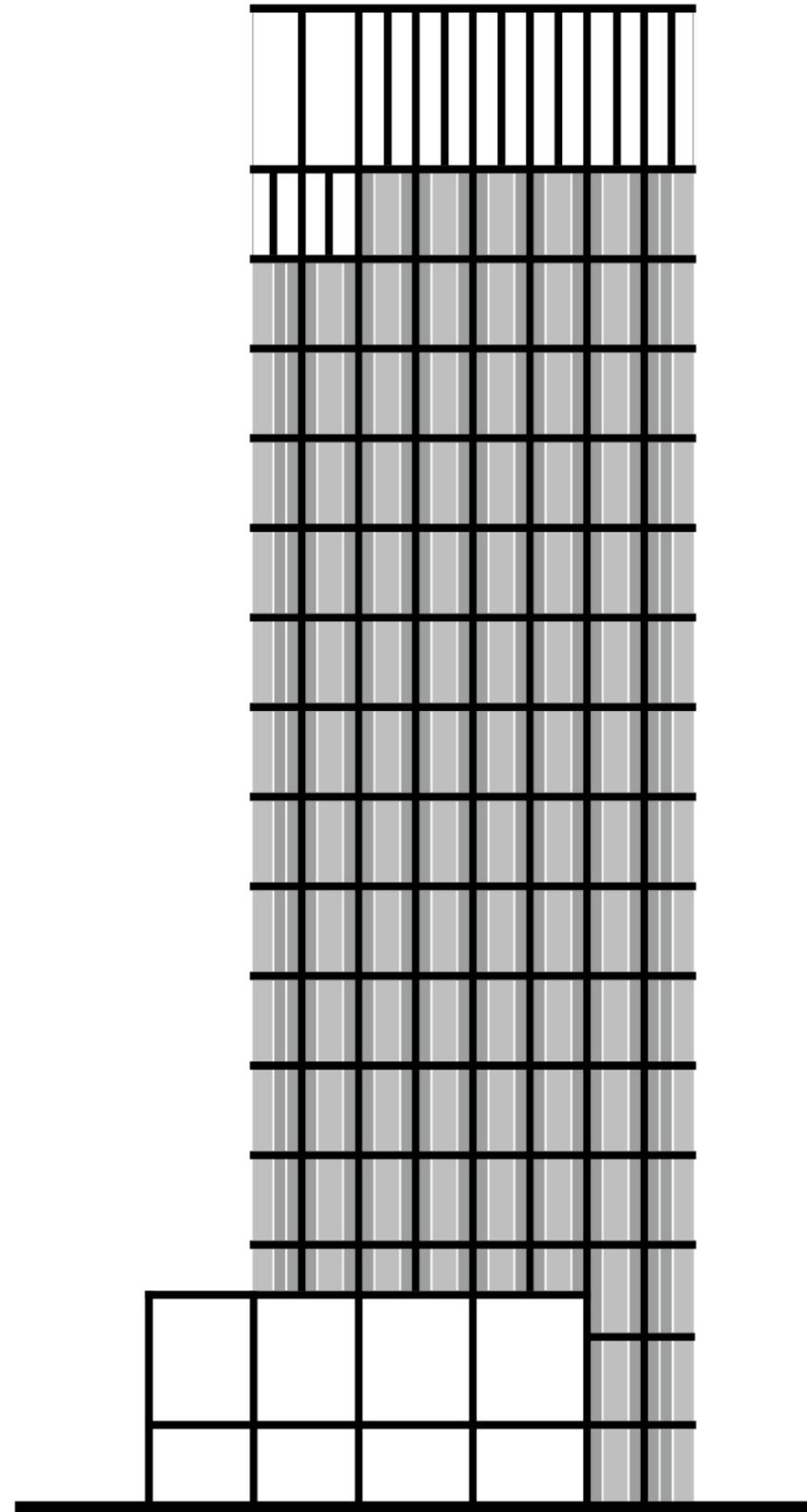


**Respond through layering.**

The social and active spaces in the building are not only identified with a change in the facade, but with a material change to warm and inviting materials that define the spaces volumetrically, showcasing them as areas that are special.

## 4.7 Facade Diagram

Originating from the hotel unit module, a grid motif orders the building facade. At the podium, its scale expands to create a visual transparency and connection of its lobby and amenity spaces to the urban realm. Along the tower, it modulates to align with the size of the hotel units within. At the crown of the building, the distinct pattern changes to mark the hotel's "Skyroom" and a special double height penthouse unit.



# 4.8 Podium Expression

The predominantly glazed 3 storey podium volume uses warm and inviting materials to signify the change in program from hotel to amenity. The frame element from the tower above continues down and opens into a wider module to add transparency and lightness along the street front. Continuous weather protection provided creates continuity with the adjacent buildings and streetscape.



Continuous Weather Protection

Glazing

Frame

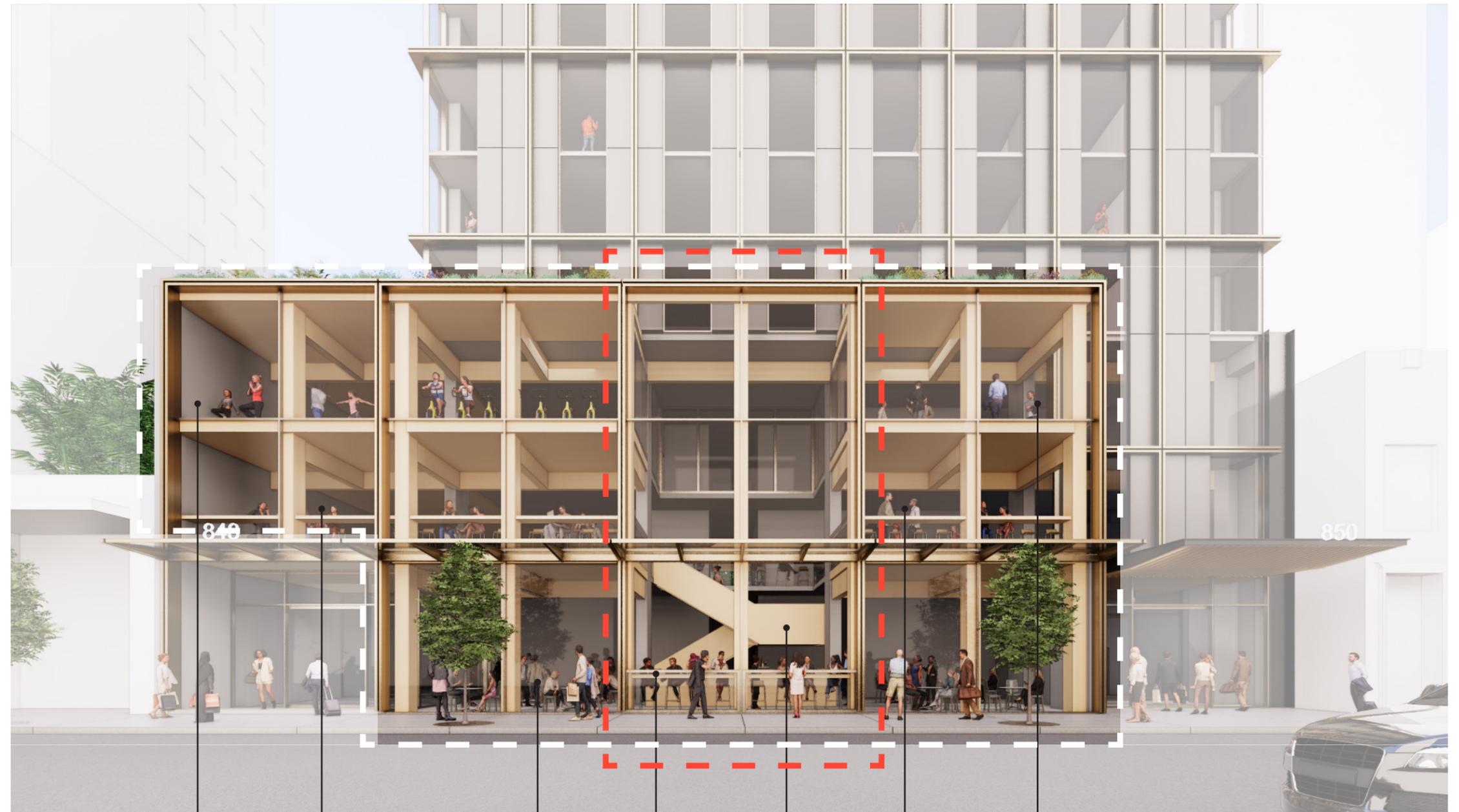
Contrasting podium material

Continuous Weather Protection

View of the podium from Seymour St..

# 4.9 Public Space

The building invites the public in from Seymour St.. to the bar and lounge spaces on the ground floor with a transparent expression, warm inviting materials, an opening wall system, and a continuous weather protection canopy.



- Fitness Center
- Interconnected lounge
- City Room
- Opening wall system at Seymour St..
- Atrium interconnected bar & lounge
- Interconnected lounge
- Event Space

View of the podium from Seymour St..

## 4.10 Public Space - Atrium

A portion of the hotel amenity space is a 3 storey atrium facing Seymour St.. The interconnected bar and lounge space adds animation to the adjacent streetscape. An operable wall provides flexibility for the bar and lounge spaces to be opened to the street, inviting the public into the space.



View of the Atrium from Seymour St..

# 4.11 Continuous Weather Protection

The two hotels are distinguished on the facade with separate entries that are clearly demarcated and recessed, allowing the public space to be prominent along the streetscape with the tower of the hotel rooms receding above.



Hotel 1  
Entry

Hotel 2  
Entry

View of the podium from Seymour St..

## 4.11 Continuous Weather Protection

The Central Area Pedestrian Weather Protection Guideline encourages continuous weather protection along the frontage of this site. The canopy system has been proposed to create continuous weather protection, help signify points of entry, and tie into the existing coverage of the adjacent buildings.



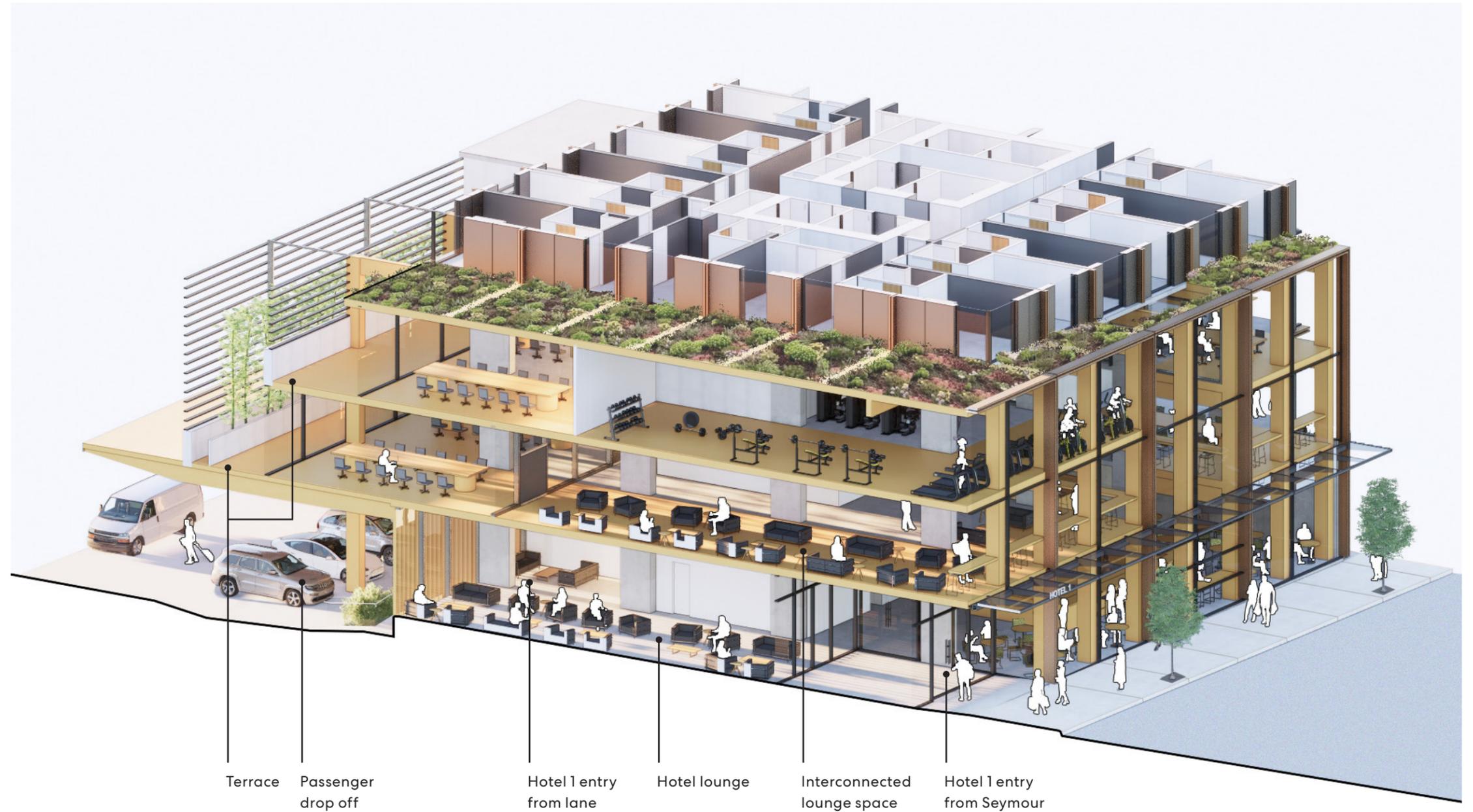
Views of continuous weather protection along Seymour St..



# 4.12 Public Space - Street & Lane Connection

Due to the mid block location of the hotel, there are two main arrivals areas. The main pedestrian access is on Seymour St.. under a continuous canopy. Due to parking restrictions on the street, the second arrival area is at a passenger drop-off and loading zone accessed from the lane.

A sense of connection and shared identity between the front and back entrances is created through a similar architectural language of materials and tectonics, as well as a connecting lounge space through the building.

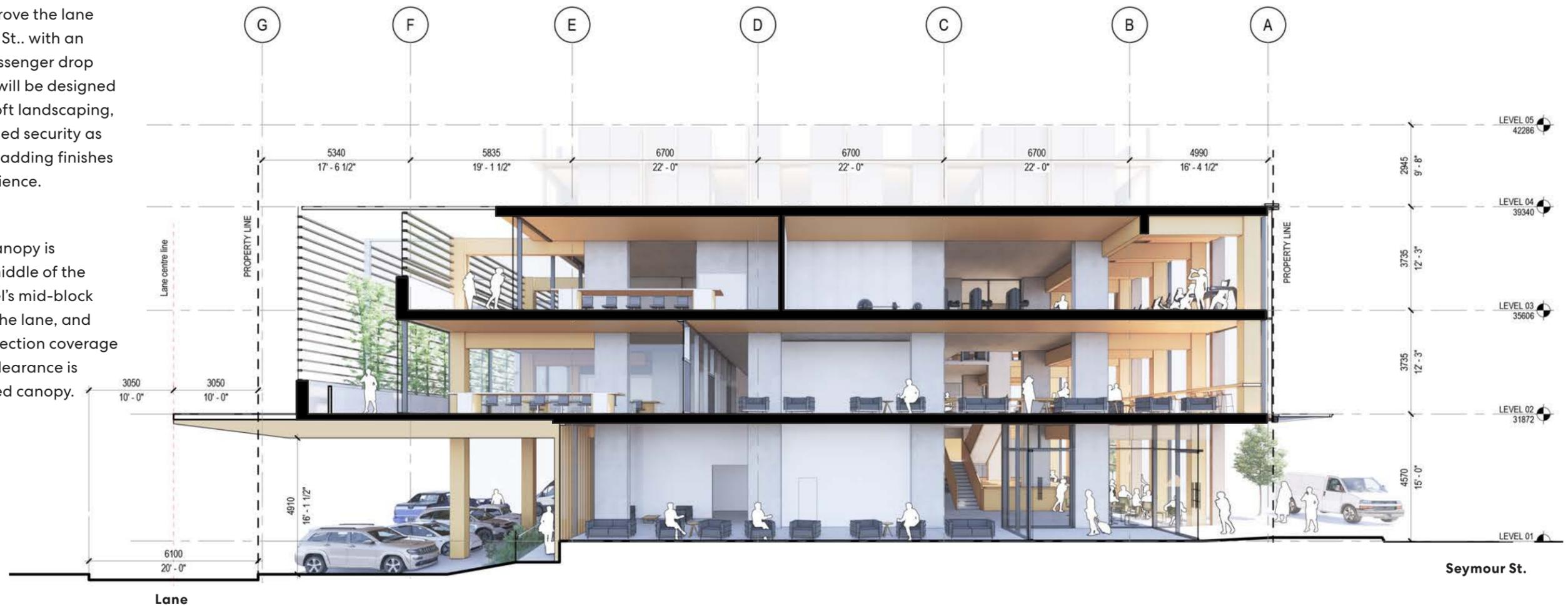


View of the lane connection through the Lounge

# 4.13 Passenger Arrival Area - Lane Enhancement

The project proposes to improve the lane experience behind Seymour St., with an enhanced entrance and passenger drop off area. The drop-off area will be designed with refined hard finishes, soft landscaping, and exterior lighting for added security as well as with warm exterior cladding finishes to enhance the public experience.

A demountable overhead canopy is proposed to extend to the middle of the lane in order to hail the hotel's mid-block entrance, visually enhance the lane, and provide ample weather protection coverage for guests. A minimum 16ft clearance is proposed under the extended canopy.



Section of the lane connection through the Lounge

## 4.13 Passenger Arrival Area - Lane Enhancement

A wood soffit overhang protects guests as they enter from the lane, creating a warm and inviting space to enter. The soffit language wraps down to the vertical surfaces, creating a screened expression that composes the back of the building. The screen is dense where loading functions are located, and light and porous at areas of glazing. This creates a link between the inside lounge and lobby areas and the passenger drop off zone. Loading spaces are screened from guest view. Paving will add sophistication to the lane, and a planted ramp and stair will welcome guests inward.



Views of passenger drop off from the lane.

## 4.14 Activate the Lane - Outdoor Terraces

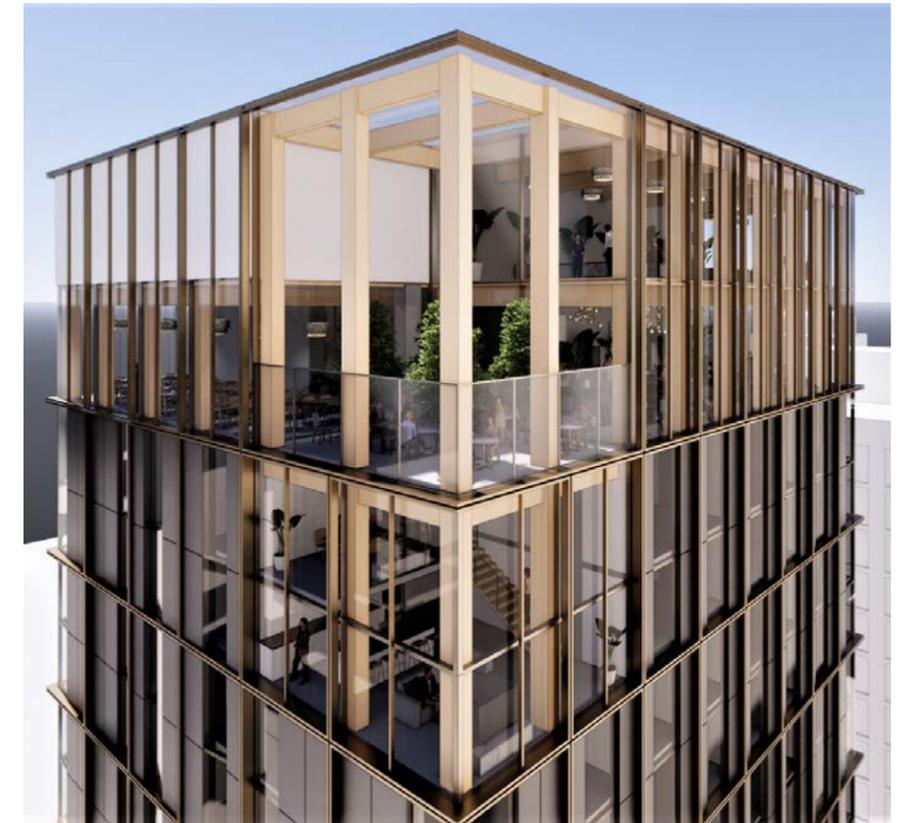
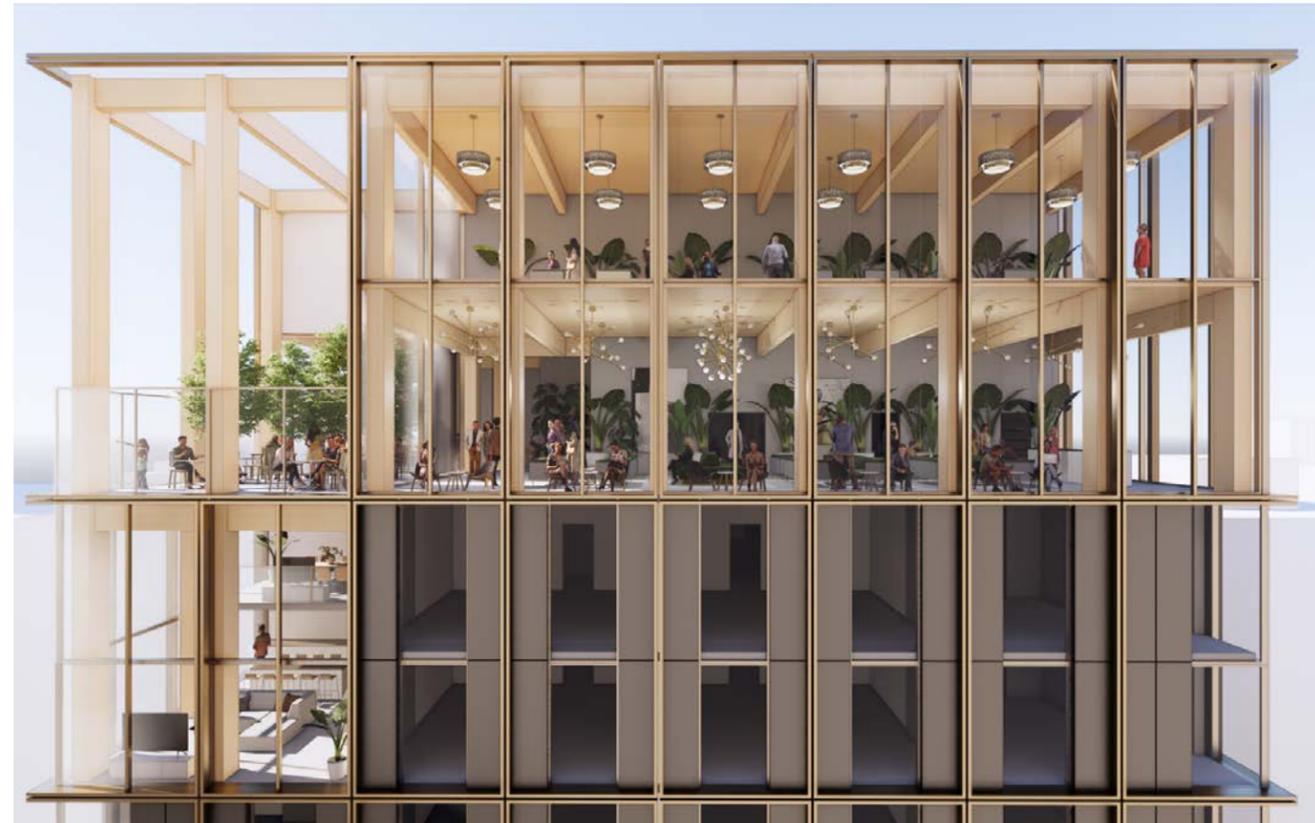
Outdoor terrace spaces on Level 02 and Level 03 facing the lane are screened by louvers and vegetation, and protected from the elements by glass canopies above. This provides active uses on the lane side of the building, while providing a level of visual and acoustic privacy for the terrace spaces. The contrasting expression of the ground floor amenity spaces is carried through into these outdoor terraces, signifying that these are welcoming spaces to inhabit.



Views of passenger drop off and terraces above.

## 4.15 Rooftop Amenity

The Hotel 2 entry at grade provides a jump lobby that takes guests up to the rooftop level where check-in and the hotel lounge will be located. Warm and inviting materials are again used to signify special moments and amenity spaces throughout the building. An outdoor patio space is provided on the northwest corner, providing views to the North Shore mountains. The rooftop space takes advantage of the high elevator overrun, providing a separate localized lift to the upper mechanical and partial amenity storey. Mechanical equipment has been composed within the overall tower frame with illuminated screening to conceal the equipment, but illuminate the top of the building.

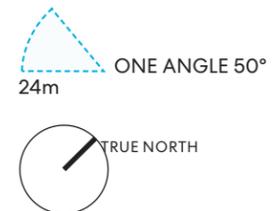
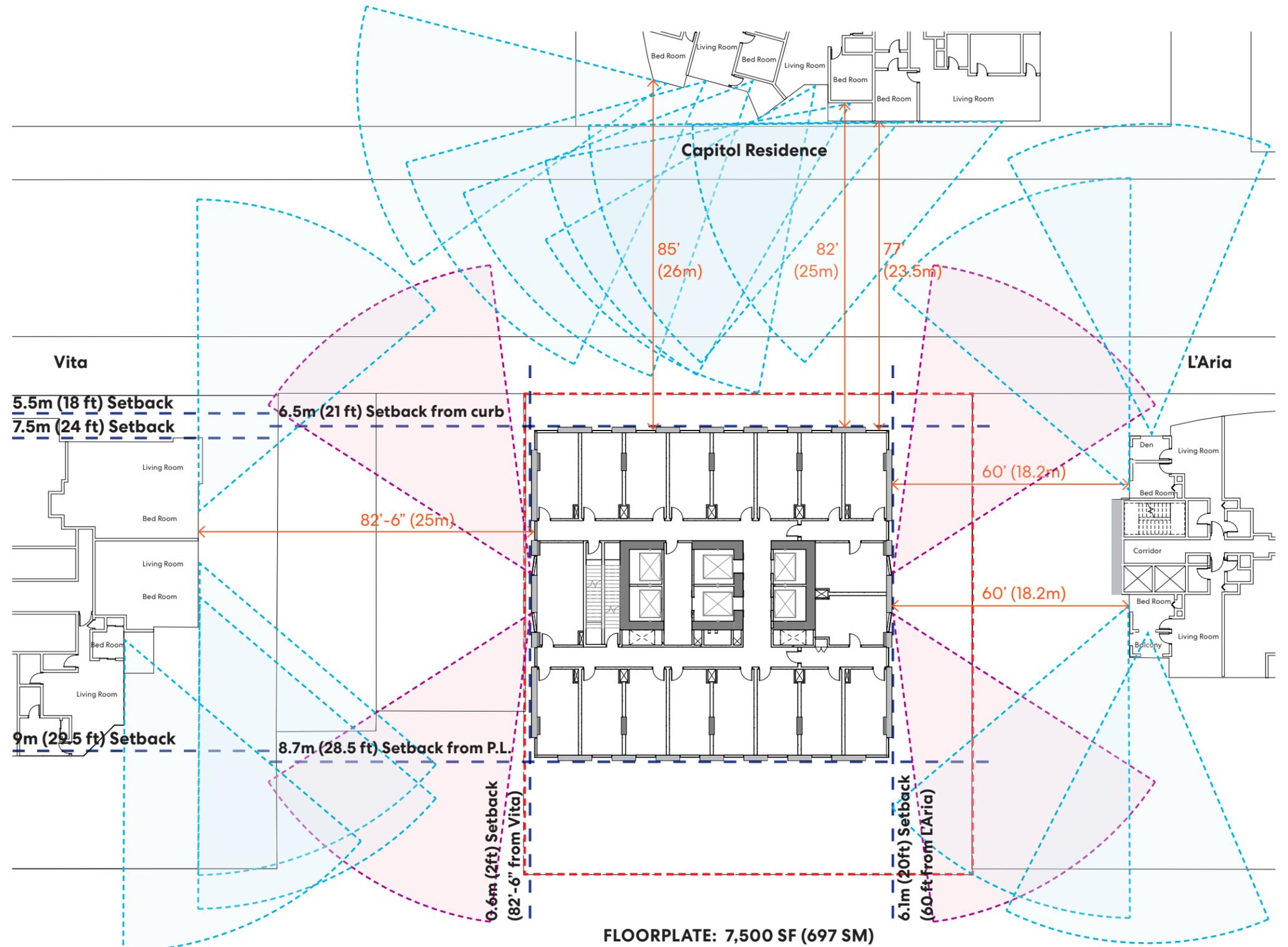




# 5.0 Design Analysis

# 5.1 Daylight Analysis

The site is surrounded by three existing residential developments. By purposefully pulling the building mass away from north property line, there is no impact to the horizontal angle of daylight of any of the habitable rooms in dwelling units.



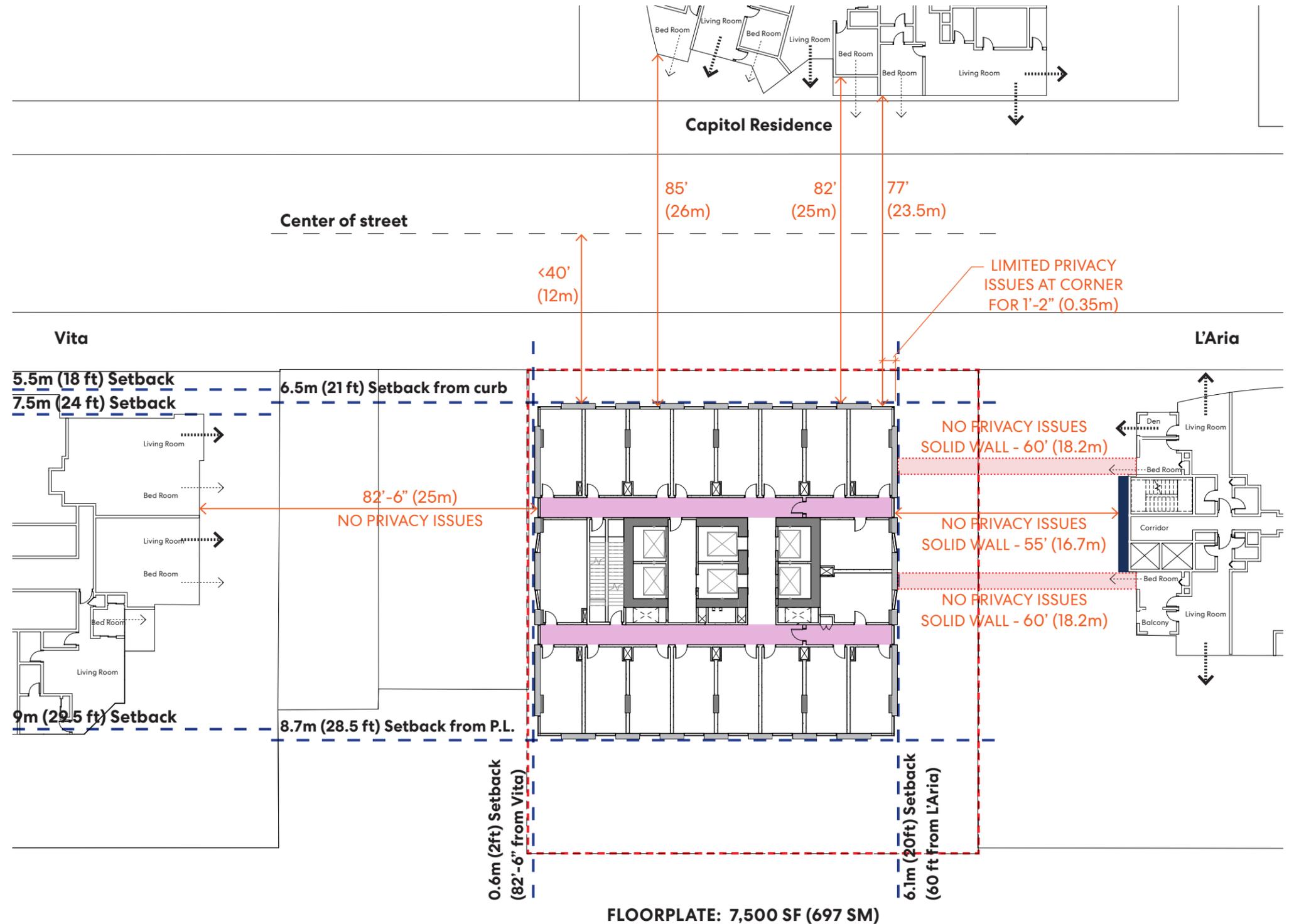
# 5.2 Privacy Analysis

Privacy for both the hotel guests and the adjacent residences is at the center of the proposal. The design not only considers the experience of guests inside the hotel rooms, but also respects the existing neighbors on adjacent sites.

The following are the main approaches to address privacy:

1. Predominantly opaque walls facing Vita to the south and L'Aria to the north to help avoid direct overlook to dwelling units.
2. Reasonable window to wall ratio results in a limited amount of vision glass in the hotel suite. Window to wall proportion expected to be approximately 50%.
3. Separation of the proposed hotel and the L'Aria to the north acknowledges the side core configuration of the existing building. As a result, the homes are oriented to the street or lane, not to the proposed hotel. The proposed hotel affects bedrooms of 20 homes (2 homes/floor \* 10 floors). However, there is no impact to horizontal of daylight angle, refer to page 5.1 Daylight Analysis.

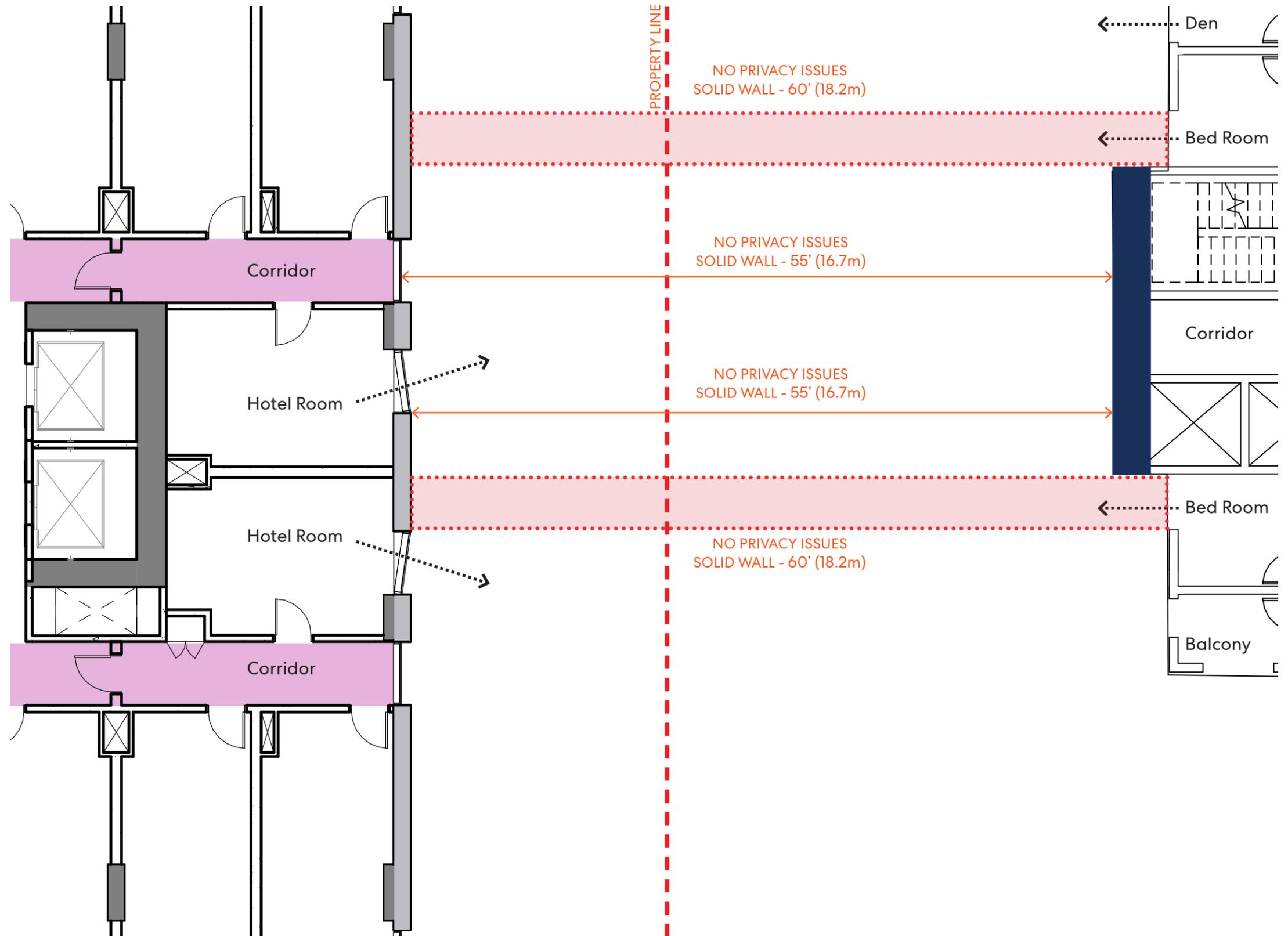
- Corridor
- Opaque End Wall
- Sight
- No go zone



FLOORPLATE: 7,500 SF (697 SM)

# 5.3 North Facade

The window placement on the north facade has been composed so that no hotel room windows have direct overlook to the neighbouring development. Windows have been offset to increase privacy. Further to this, windows which face bedrooms in the adjacent L'Aria building have been strategically angled away from direct views, adding animation to the north and south facades and directing views away from the adjacent building and towards city views.

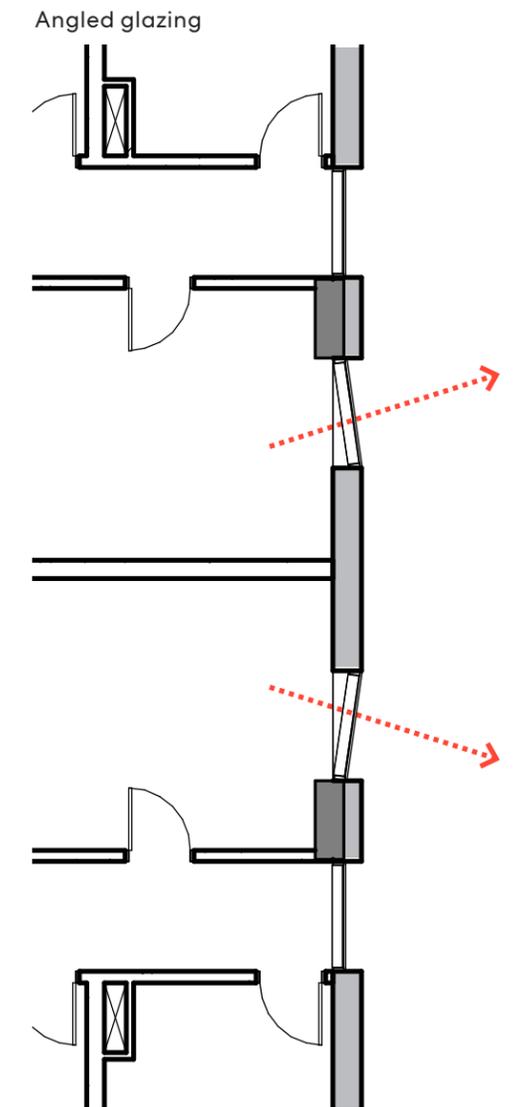
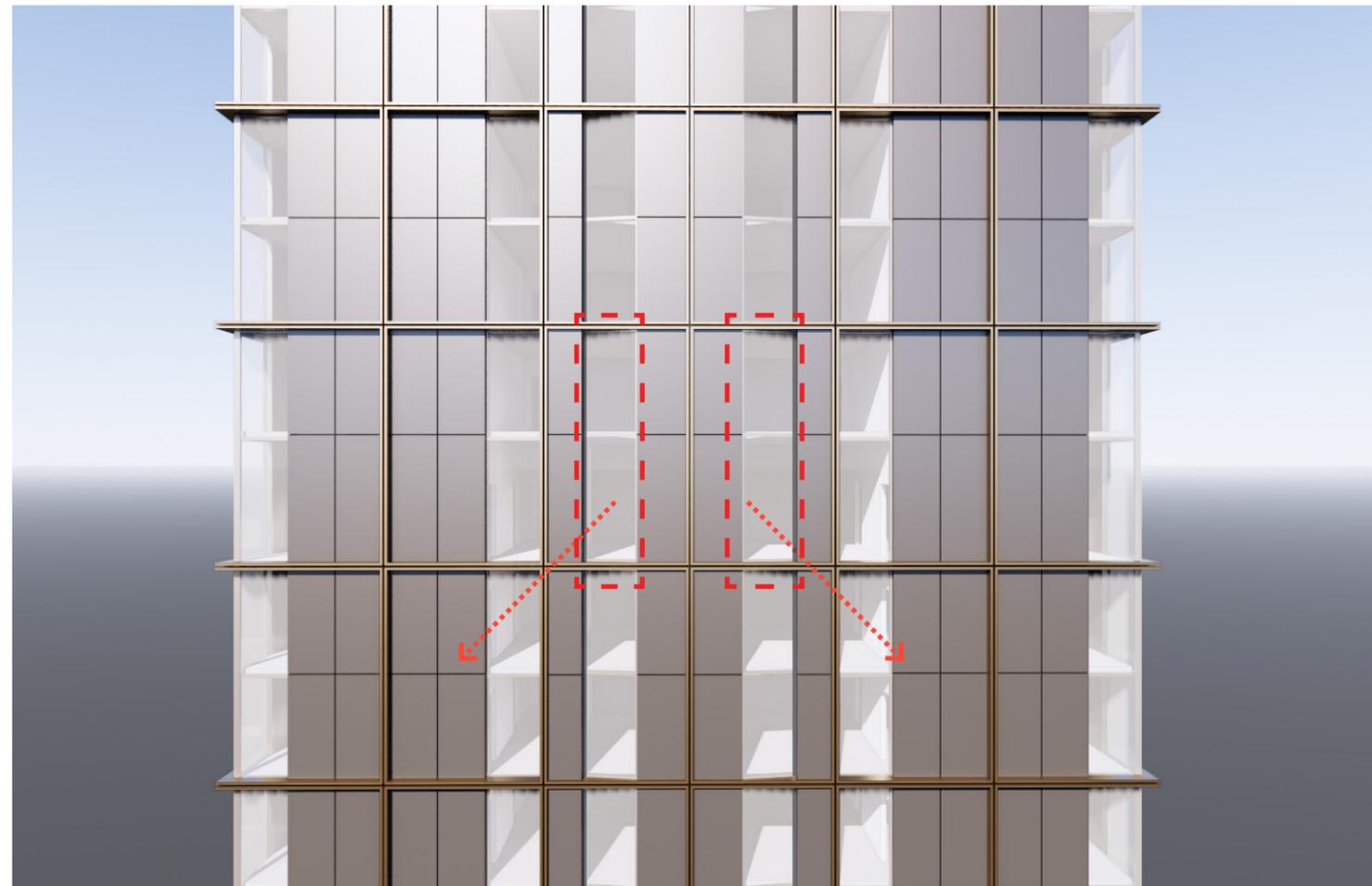


- Corridor
- Opaque End Wall
- Sight
- No go zone



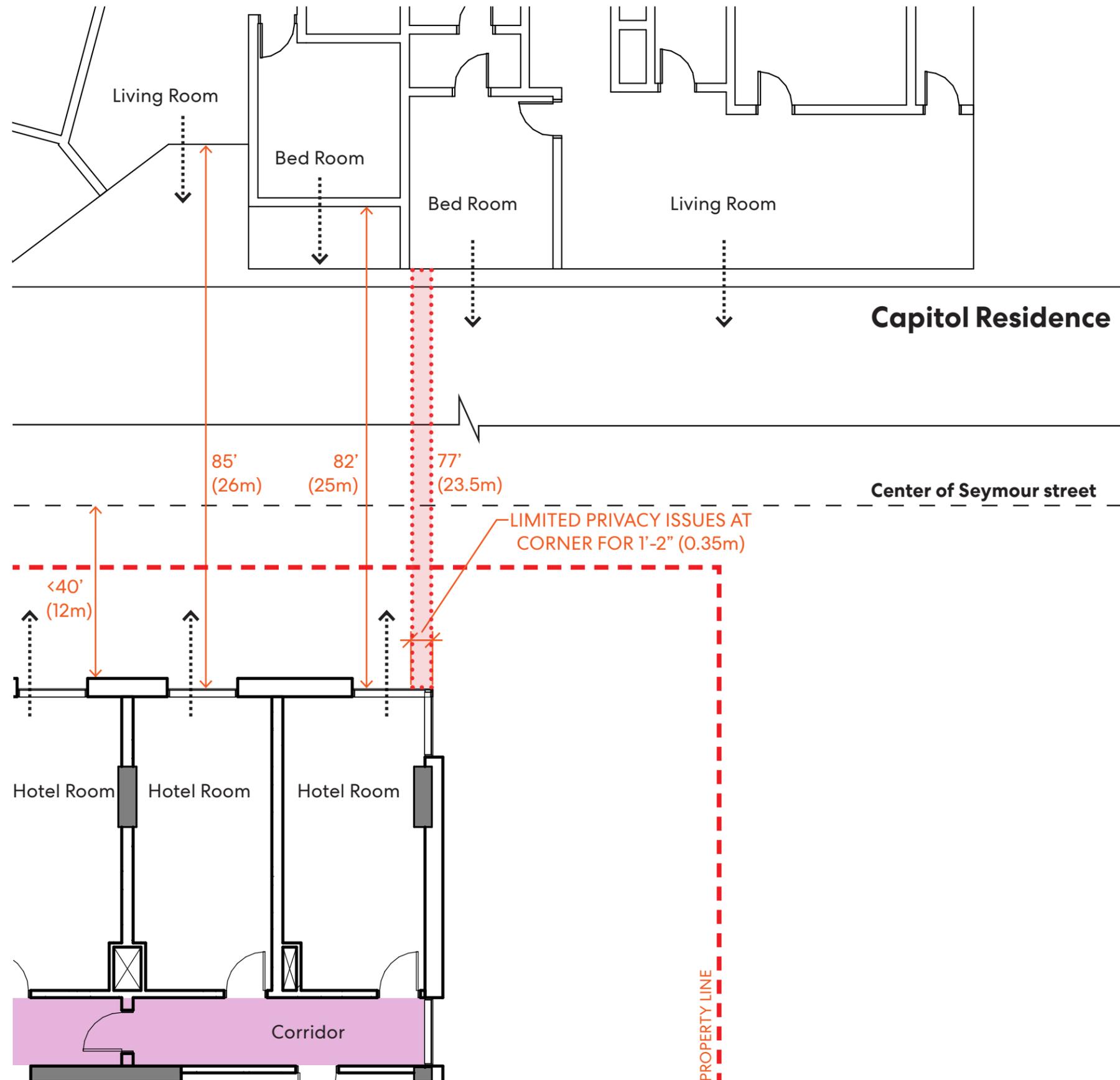
# 5.4 North/South Facade Expression

The hotel room window have been placed to reduce overlook. The central windows have been angled to help mitigate privacy concerns.



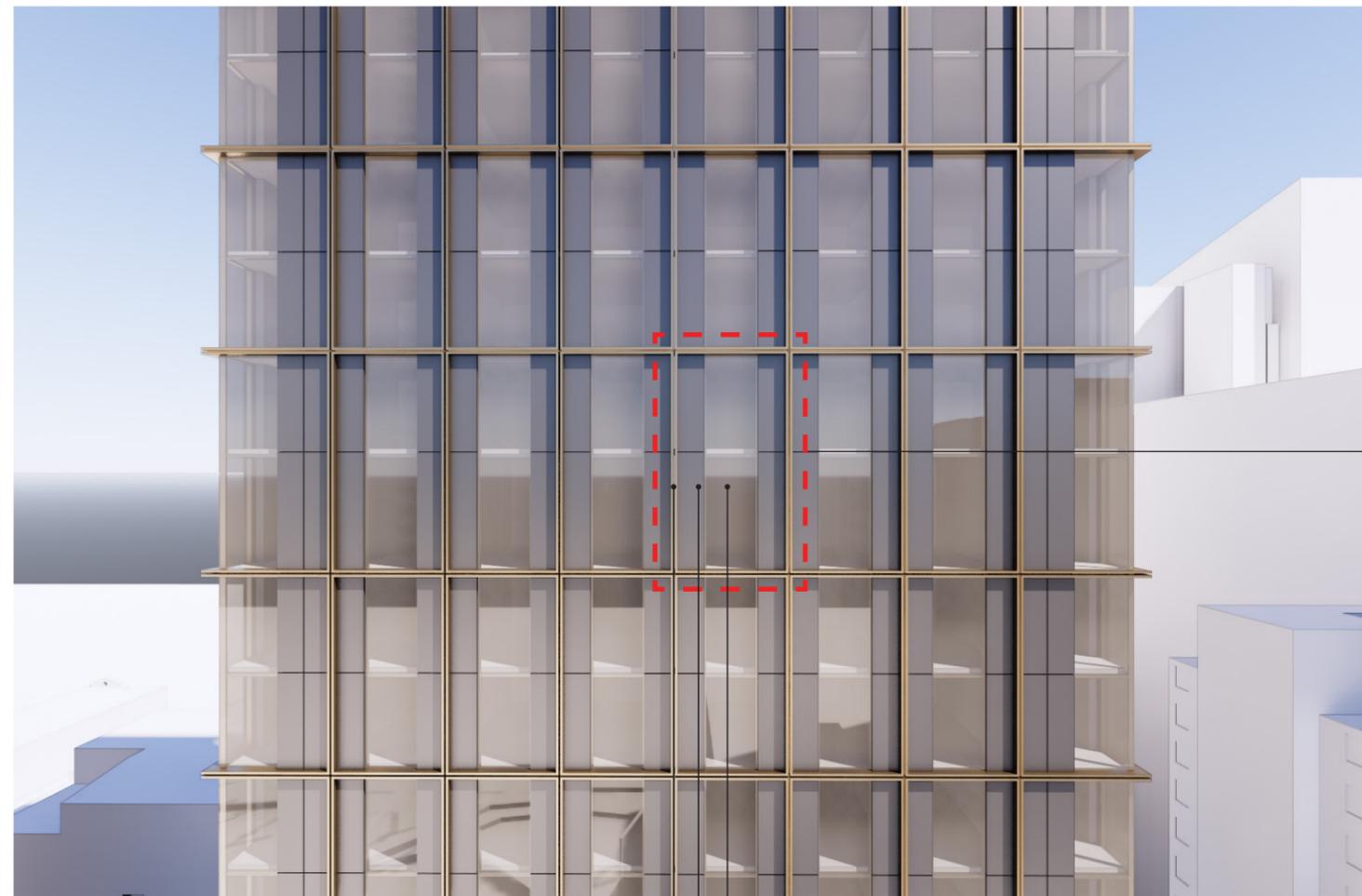
# 5.5 Seymour Facade

The development provides more than 40ft tower separation from the tower face to the centerline of street. This results in more than an 80ft tower separation between the new development and the Capitol residence in all but a 1'-2" portion at the north corner of the tower.



# 5.6 West/East Facade Expression

The tower facade design originates from the hotel room modules. A proud double-height grid pattern is overlaid as a complimentary texture onto a flush glazed and metal panel background. The pattern of the facade with its opacity and transparency will evolve with the design, responding to the interior experience within the hotel rooms.

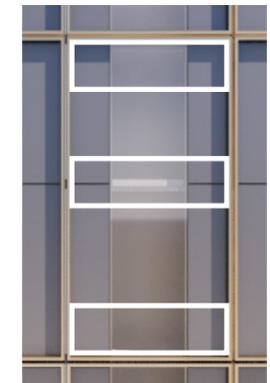


Glazing  
Panel  
Frame

Potential Panel Configurations



Vertical



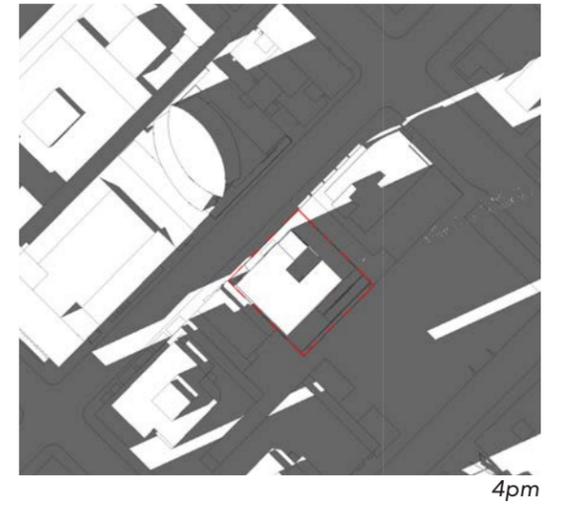
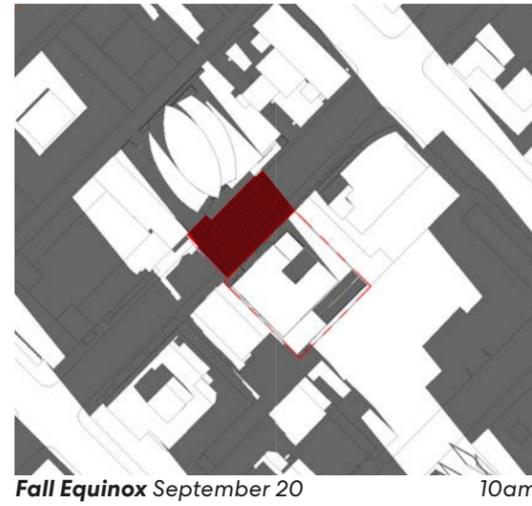
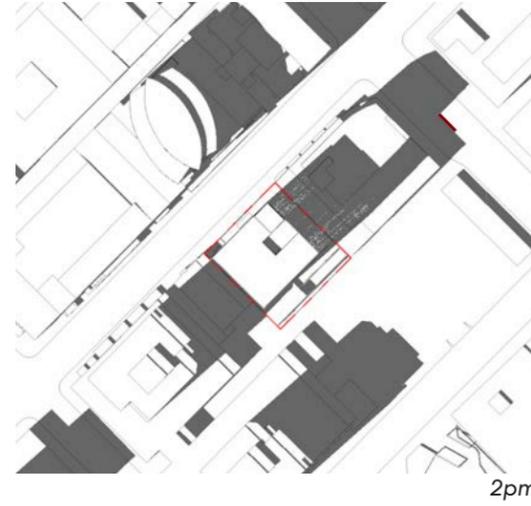
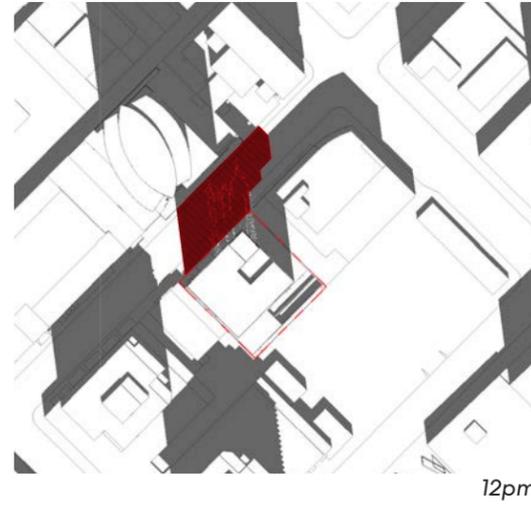
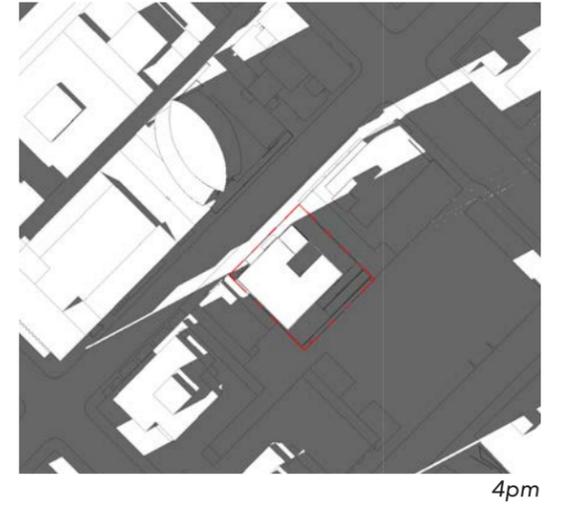
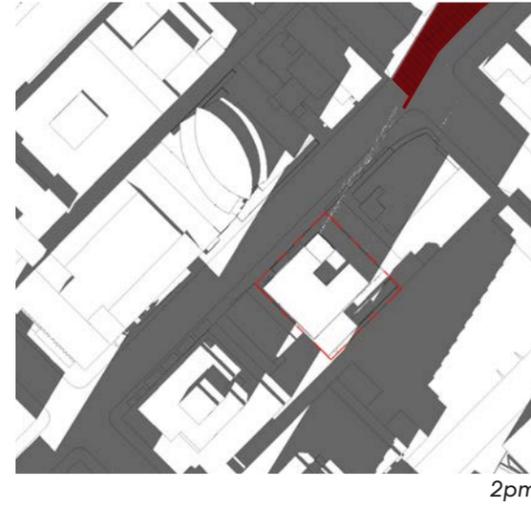
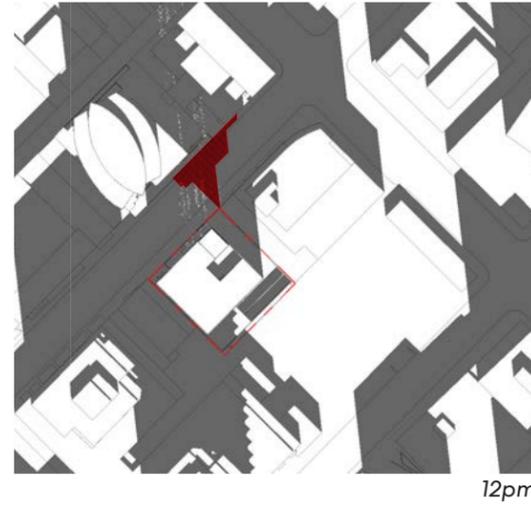
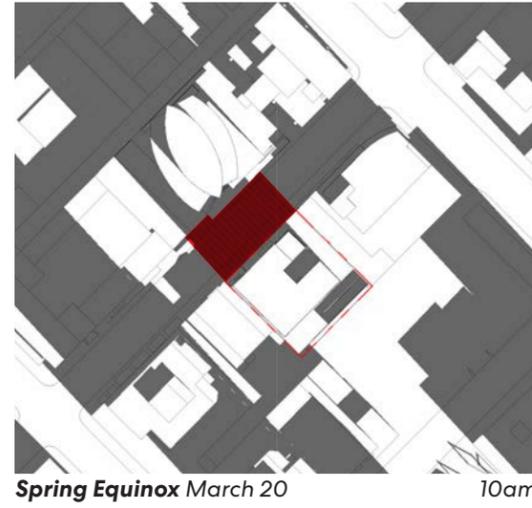
Horizontal



L Shaped

# 5.7 Shadow Study

Shadows are shown between 10am and 4pm on the Spring Equinox, Summer Solstice, and Fall Equinox.



EXISTING SHADOWS

SITE

ADDITIONAL SHADOWS FROM PROPOSED BUILDING



# 5.8 Area and Parking Statistics

The proposal provides 2 Class B stalls at grade and 2 Class A stalls in P1 of the parkade. Both Loading stall types are accessed off the lane.

The Proposal provides 7 Class A passenger

The Proposal seeks an exemption to exclude on site Class C passenger space.

It is prohibitive to provide an off street Class C passenger space due to the constraints of site, the one-way traffic pattern of Seymour street, the condition of back lane, and tight access and turning radius of the existing back lane to accommodate Class C requirements. It is observed that many downtown hotels do not have on site Class C spaces. The hotel operations consultant has confirmed that the model of the hotel brands do not require Class C passenger spaces as large tour buses will be rarely necessary for its market

A further traffic report is provided as part of the TAMS report prepared by Bunt & Associates Engineering.

848 Seymour		
	ft <sup>2</sup>	m <sup>2</sup>
Site Area	13,488	1,253
Floor Area	240,715	22,363
Hotel Room	393	

PARKING	ALLOWED
AS PER PARKING BYLAW 4.3.1 all non-residential uses Downtown shall provide a maximum of one parking space for each 115 m2 of gross floor area.	194.5

AREA	ft2	m2
	240,715	22,363

<b>PARKING PROVIDED</b>	<b>59</b>
-------------------------	-----------

ACCESSIBLE PARKING	REQUIRED
AS PER PARKING BYLAW 4.8.4 Required Disability Parking Spaces (b) non-residential uses, there must be at least one disability parking space for each building that contains at least 500 m <sup>2</sup> of gross floor area and an additional 0.4 parking space for each 1000 m <sup>2</sup> of gross floor area;	9.7

AREA	ft2	m2
	240,715	22,363

<b>ACCESSIBLE PARKING PROVIDED</b>	<b>10</b>
------------------------------------	-----------

PASSENGER SPACE	REQUIRED
AS PER PARKING BYLAW 7.2.5.2 CLASS A: A minimum of one space for every 50 sleeping, house-keeping or dwelling units up to a maximum of 200 units, and one additional space for each additional 75 units.	Class A 6.6
CLASS B: No Requirement.	Class B 0
CLASS C: A minimum of one space for every 200 sleeping, house-keeping or dwelling units up to a maximum of 400 units, and one additional space for each additional 300 units.	Class C 1

HOTEL UNITS	TYPE 1	TYPE 2	TOTAL
	261	132	393

<b>PASSENGER SPACE PROVIDED</b>	<b>CLASS A</b>	<b>7</b>
	<b>CLASS C</b>	<b>0</b>

HOTEL LOADING	REQUIRED
AS PER PARKING BYLAW 5.2.2 CLASS A: a minimum of two spaces for a hotel with 250 up to a maximum of 499 units, CLASS B: a minimum of three spaces for a hotel with 400 up to a maximum of 599	Class A 2.0 Class B 2.0

HOTEL UNITS	TYPE 1	TYPE 2	TOTAL
	261	132	393

<b>LOADING PROVIDED</b>	<b>CLASS A</b>	<b>2.0</b>
	<b>CLASS B</b>	<b>2.0</b>

HOTEL BICYCLE STORAGE	REQUIRED
AS PER PARKING BYLAW 6.2.5.2 CLASS A: A minimum of 1 space for every 30 dwelling, housekeeping or sleeping units, or any combination thereof. CLASS B: A minimum of 6 spaces for any development containing a minimum of 1,000 square metres of gross floor area.	Class A 13.1 Class B 6

HOTEL UNITS	TYPE 1	TYPE 2	TOTAL
	261	132	393

<b>BICYCLE STORAGE PROVIDED</b>	<b>CLASS A</b>	<b>27</b>
	<b>CLASS B</b>	<b>6</b>

\* Numbers include provision for TDM measures ACT-01 and ACT-08

## 5.8 Area and Parking Statistics



April 27, 2022

City of Vancouver  
515 West 10<sup>th</sup> Avenue  
Vancouver, BC  
V5Z 4A8

To whom it may concern:

**RE: PASSENGER LOADING REQUIREMENTS – MOXY / ELEMENT BY WESTIN VANCOUVER, BC**

Further to the proposed Moxy / Element by Westin to be located at 848 Seymour St. in Vancouver, BC, this letter is to confirm that there is no operational requirement for Class C passenger loading at the hotel. Given the size, market positioning, and business mix of the property, 7 Class A passenger loading spaces are perfectly adequate.

Please do not hesitate to contact me directly should there be any specific questions or additional details that may be required.

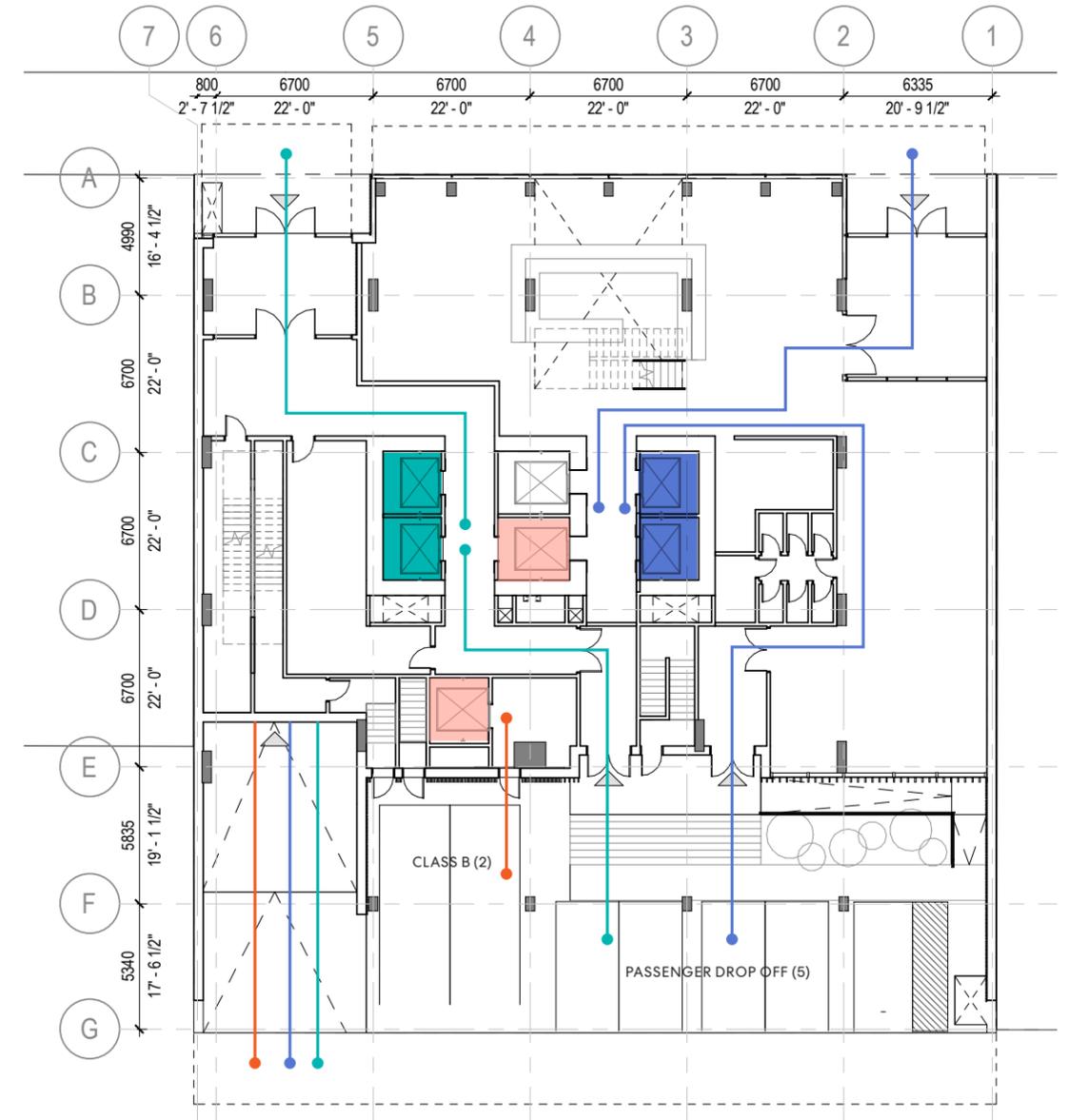
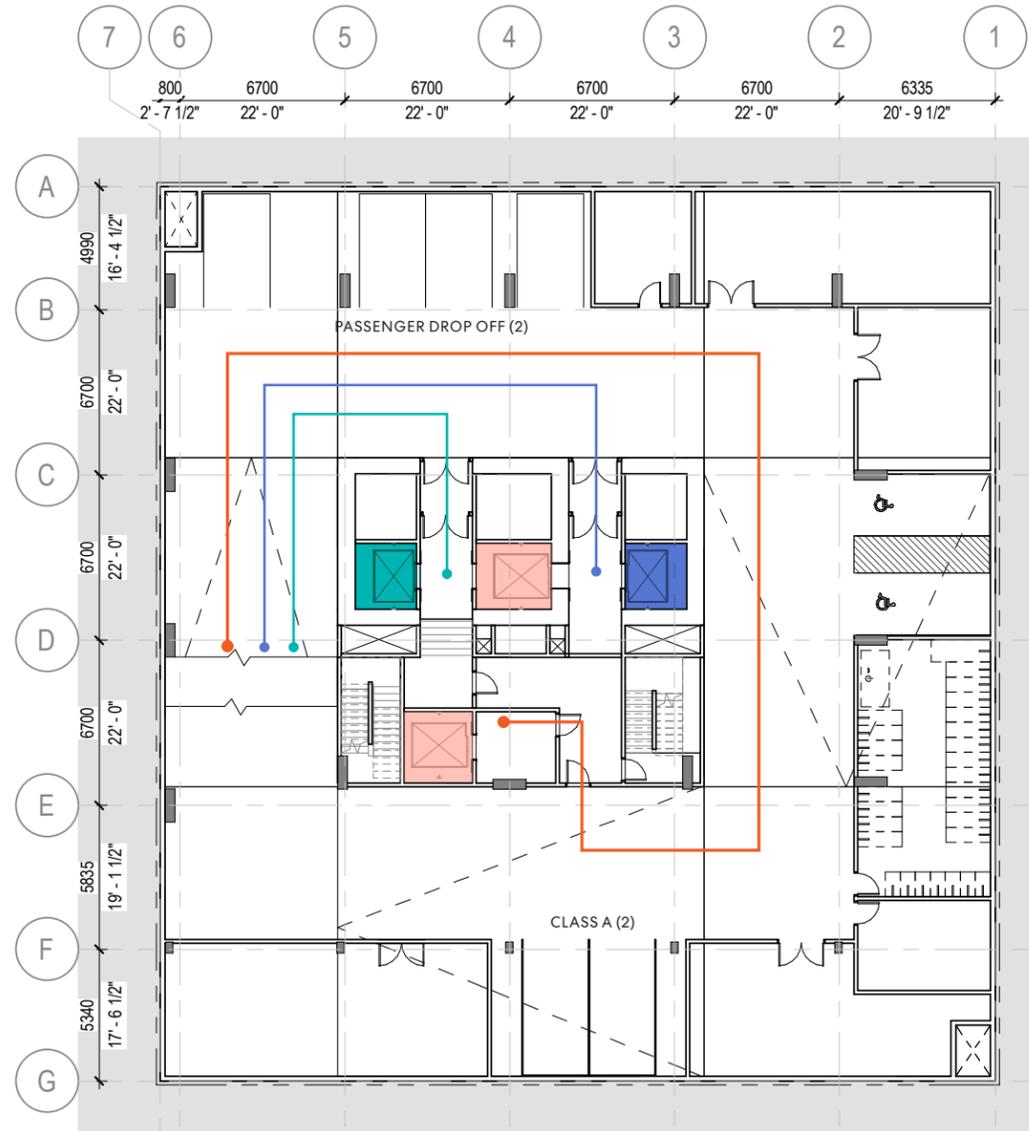
Yours sincerely,

**Ryan McRae**  
SVP – Business Development

# 5.9 Guest and Loading Circulation

Loading occurs at both the L01 lane and P1 Level. Loading activities are proposed to be screened from guest view when in use at grade.

Guest entry for both hotels occurs at both Seymour St.. and the lane. The circulation and elevator cores are arranged to keep hotel lobbies separated and allow both hotels to have access to service elevators.



- LEGEND**
- HOTEL 1 GUESTS
  - HOTEL 2 GUESTS
  - GOODS
  - HOTEL 1
  - HOTEL 2
  - SERVICE

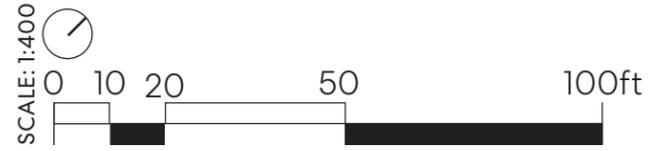
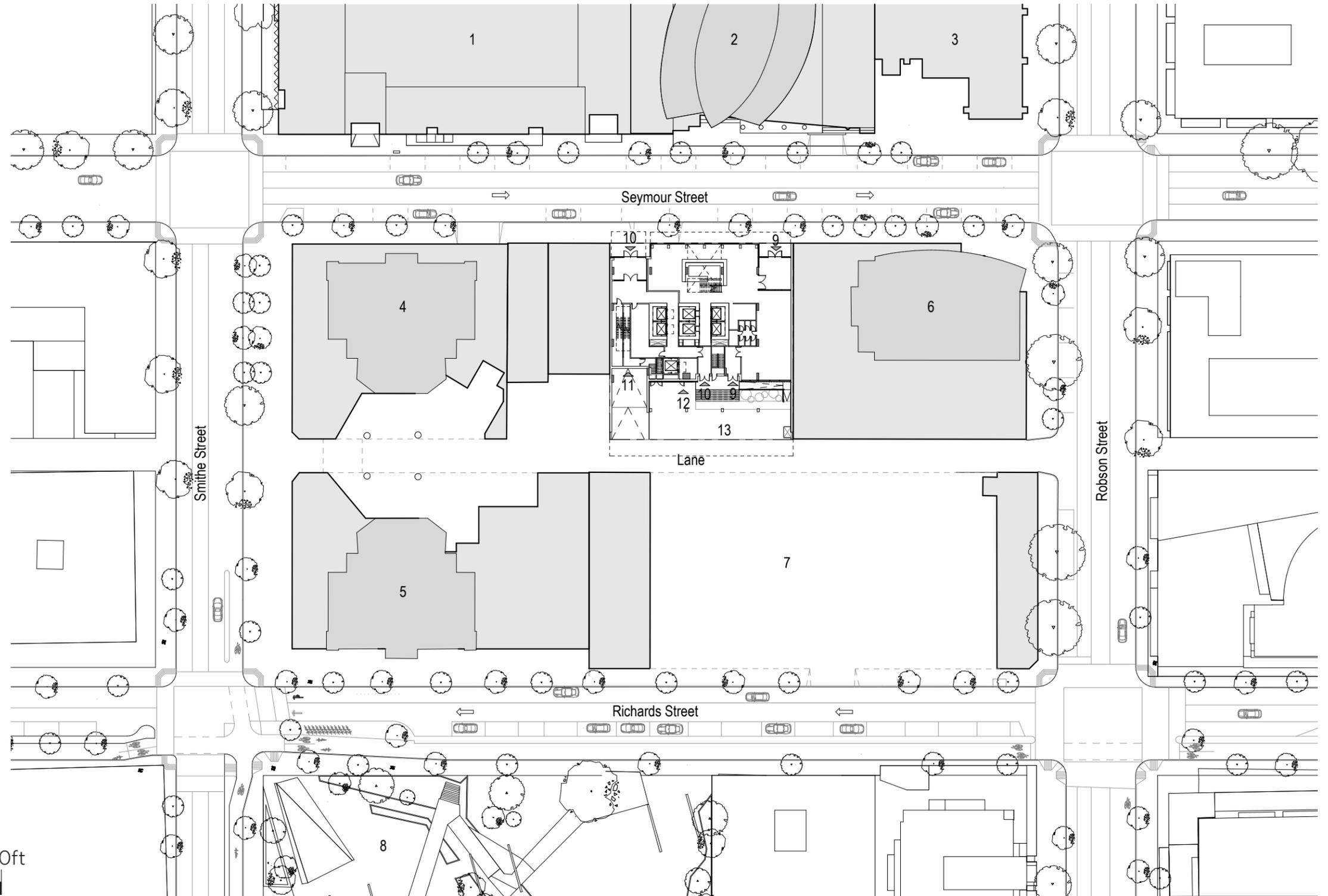


# 6.0 Architectural Drawings

# 6.1 Site Plan

## SITE PLAN

- 1. The Orpheum
- 2. The Capitol Residences
- 3. Future Development
- 4. Vita
- 5. Dolce
- 6. L'aria
- 7. Parking Lot
- 8. Future Park
- 9. Hotel 1 Entry
- 10. Hotel 2 Entry
- 11. Parkade Entry
- 12. Service Entry
- 13. Passenger Drop Off



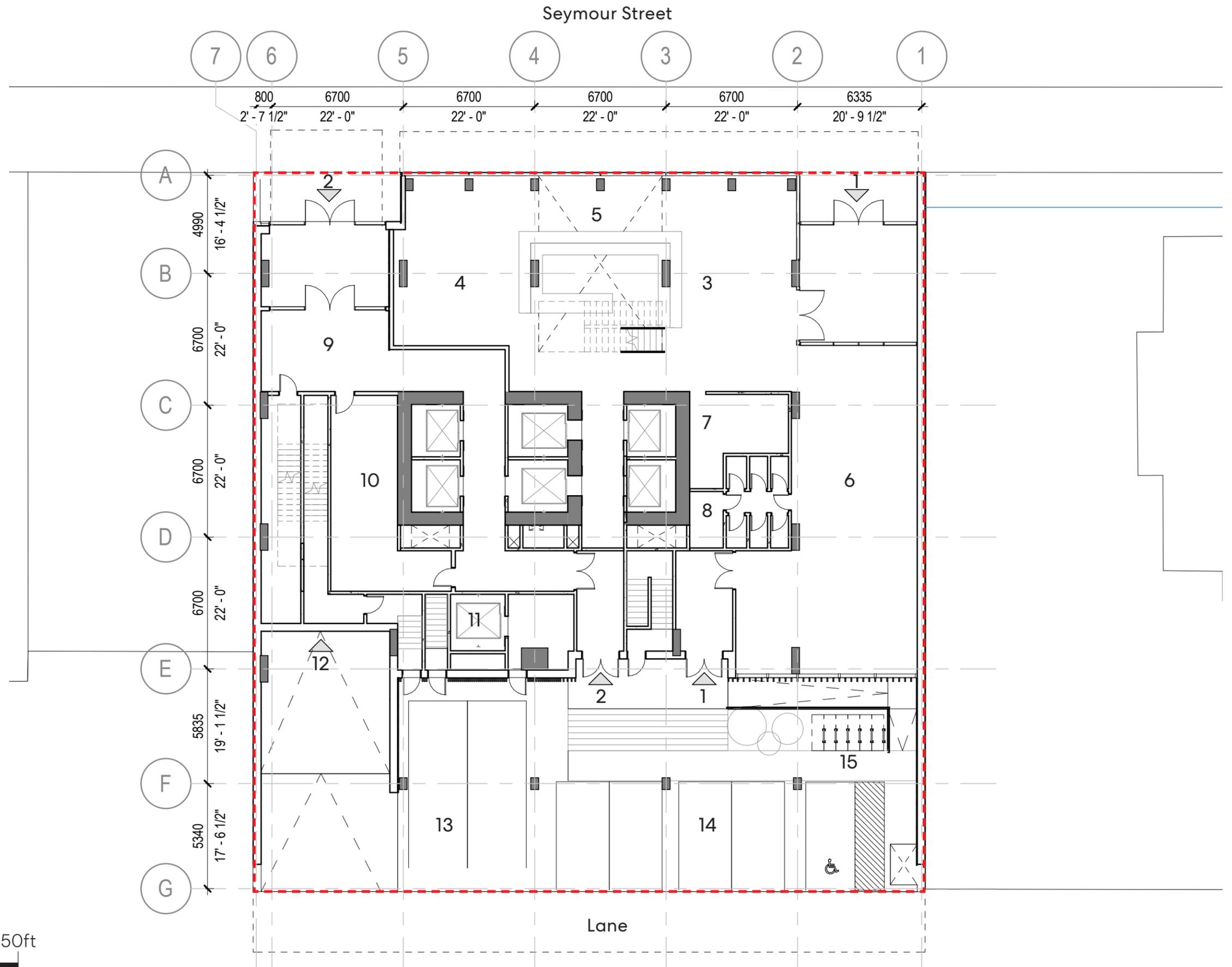
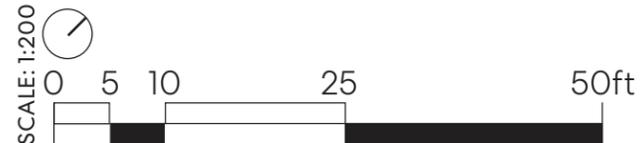
# 6.2 Floor Plans

## LEVEL 01 FLOOR PLAN

- 1. Hotel 1 Entry
- 2. Hotel 2 Entry
- 3. Hotel 1 Check-in
- 4. Hotel 1 Bar
- 5. Atrium (triple height space)
- 6. Hotel 1 Lounge
- 7. Hotel 1 Back of House (F&B)
- 8. Hotel 1 Washrooms
- 9. Hotel 2 Jump Lobby
- 10. Hotel 2 Back of House
- 11. Service elevator (from P5-L02 only)
- 12. Parkade entry
- 13. Loading
- 14. Passenger drop off
- 15. Bike Parking

### Parking stall count:

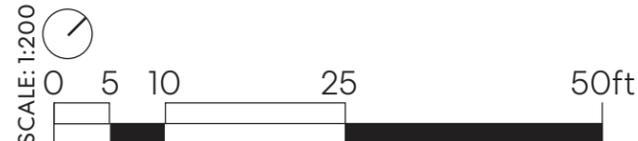
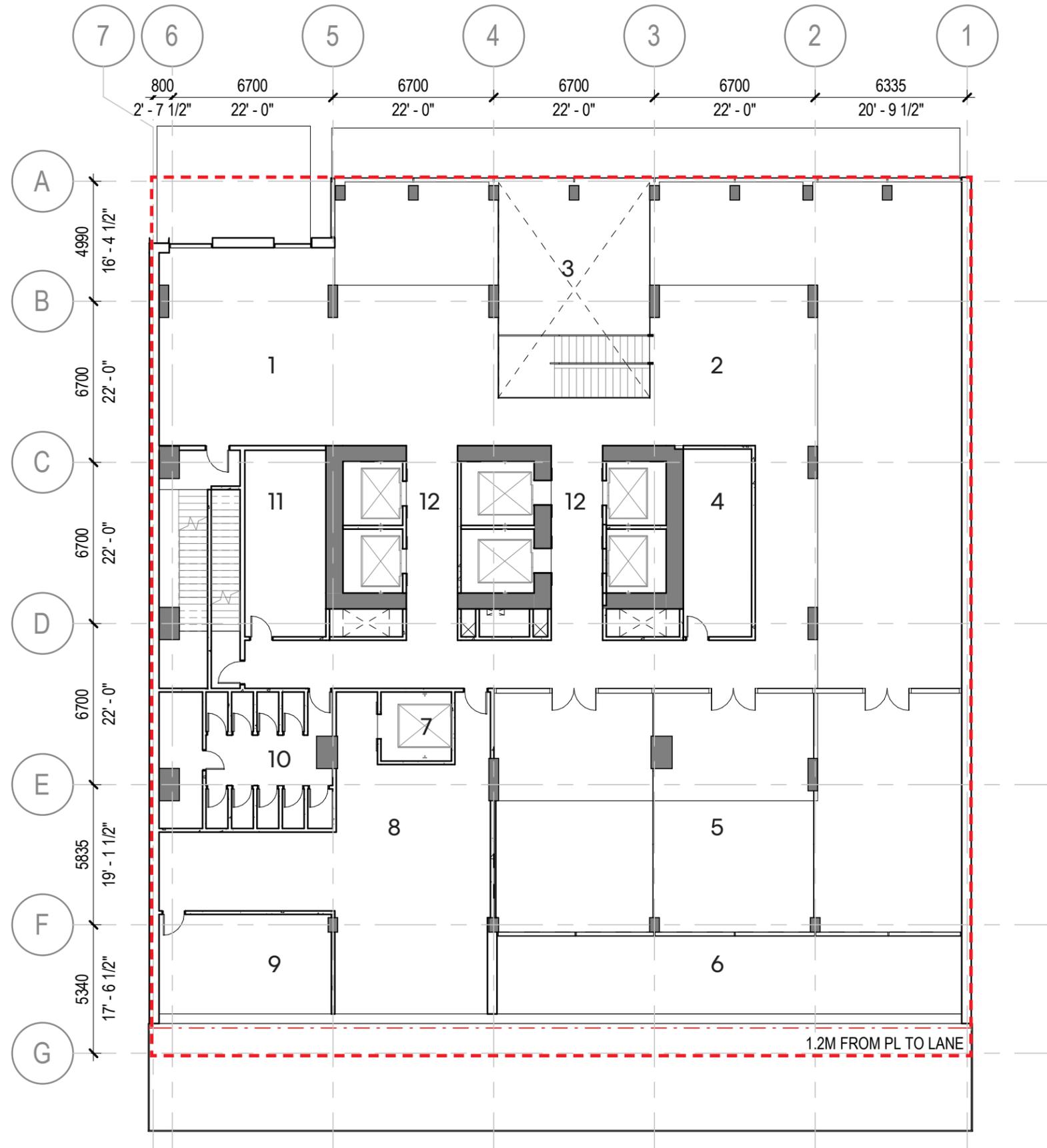
- Class B Loading - 2
- Standard Passenger - 4
- Accessible Passenger - 1
- Class B Bike Parking - 6



# 6.2 Floor Plans

## LEVEL 02 FLOOR PLAN

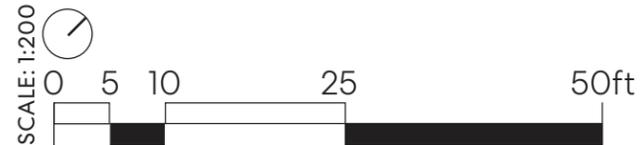
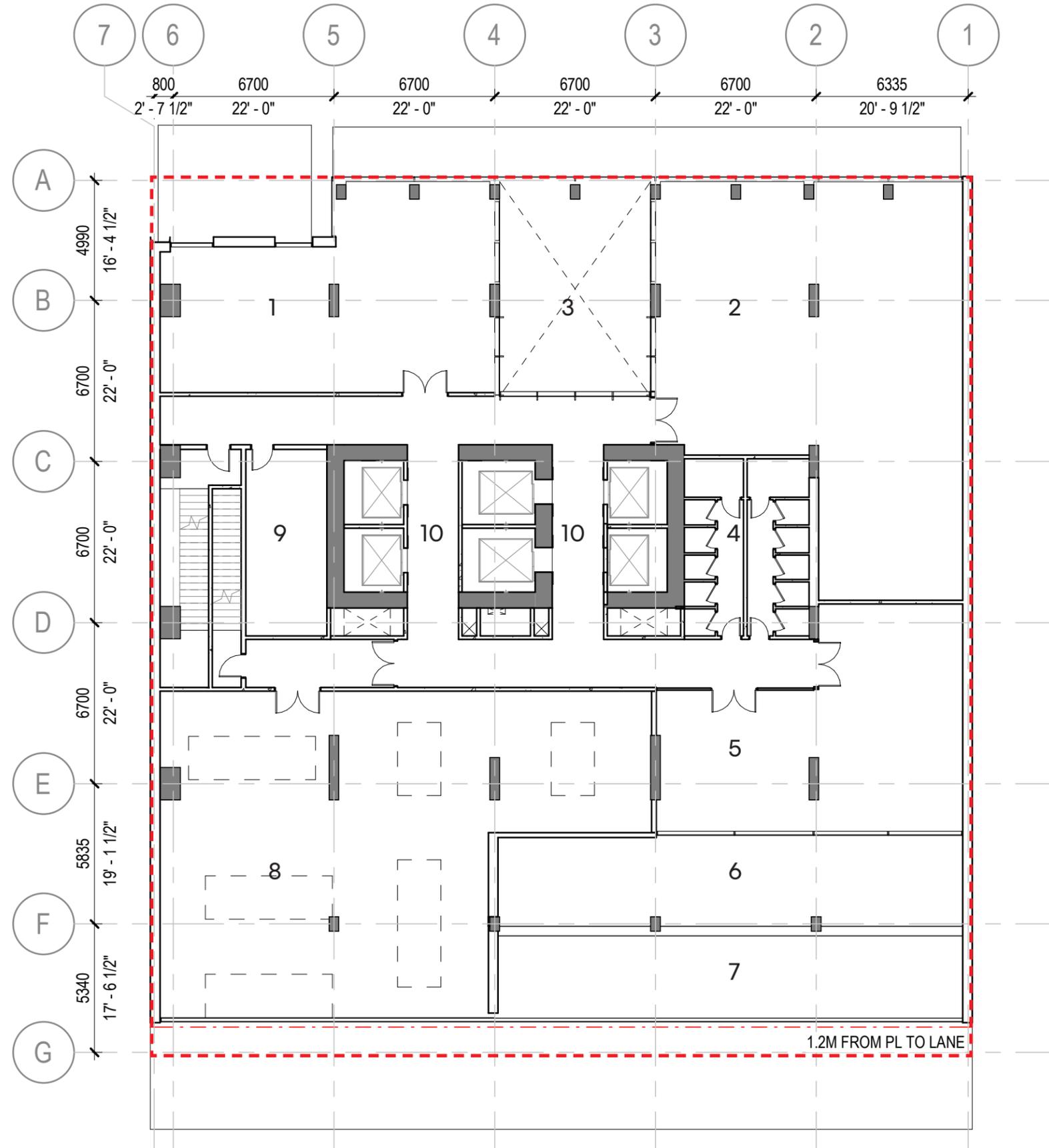
- 1. Lounge / Games
- 2. Library / Plug in
- 3. Atrium (triple height space)
- 4. Back of House (F&B)
- 5. Event / Flex space
- 6. Outdoor Terrace (double height space)
- 7. Service Elevator (from P5-L02 only)
- 8. Kitchen
- 9. Office
- 10. Washrooms
- 11. Storage
- 12. Elevator Lobby



# 6.2 Floor Plans

## LEVEL 03 FLOOR PLAN

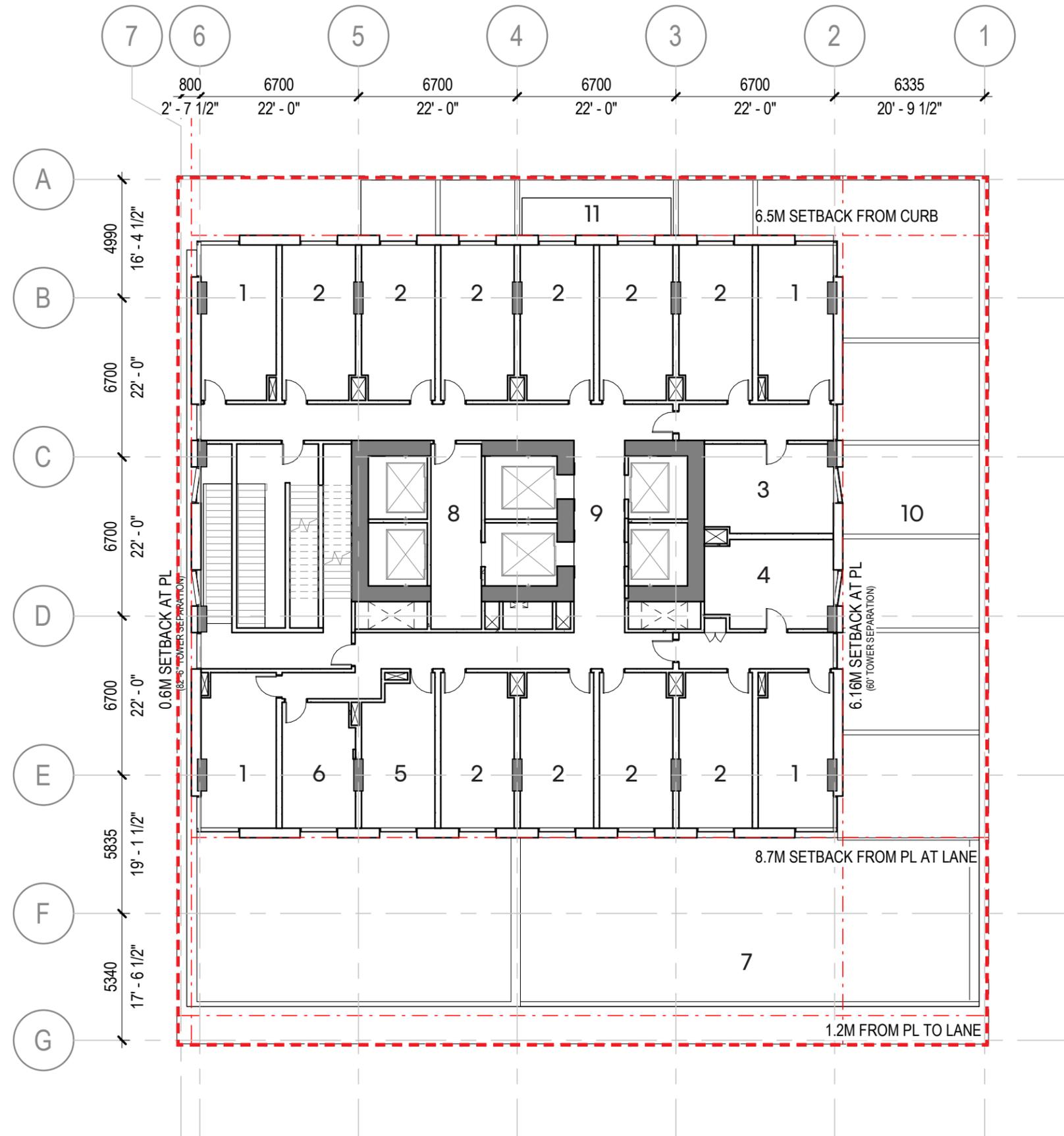
- 1. Meeting / Event space
- 2. Fitness Center
- 3. Atrium (triple height space)
- 4. Washrooms
- 5. Event / Flex space
- 6. Outdoor Terrace (open to above)
- 7. Outdoor Terrace (open to below)
- 8. Mech.
- 9. Guest Laundry
- 10. Elevator Lobby



# 6.2 Floor Plans

## LEVEL 04 FLOOR PLAN (HOTEL 1)

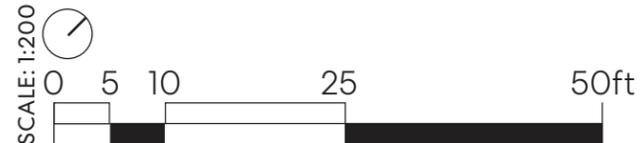
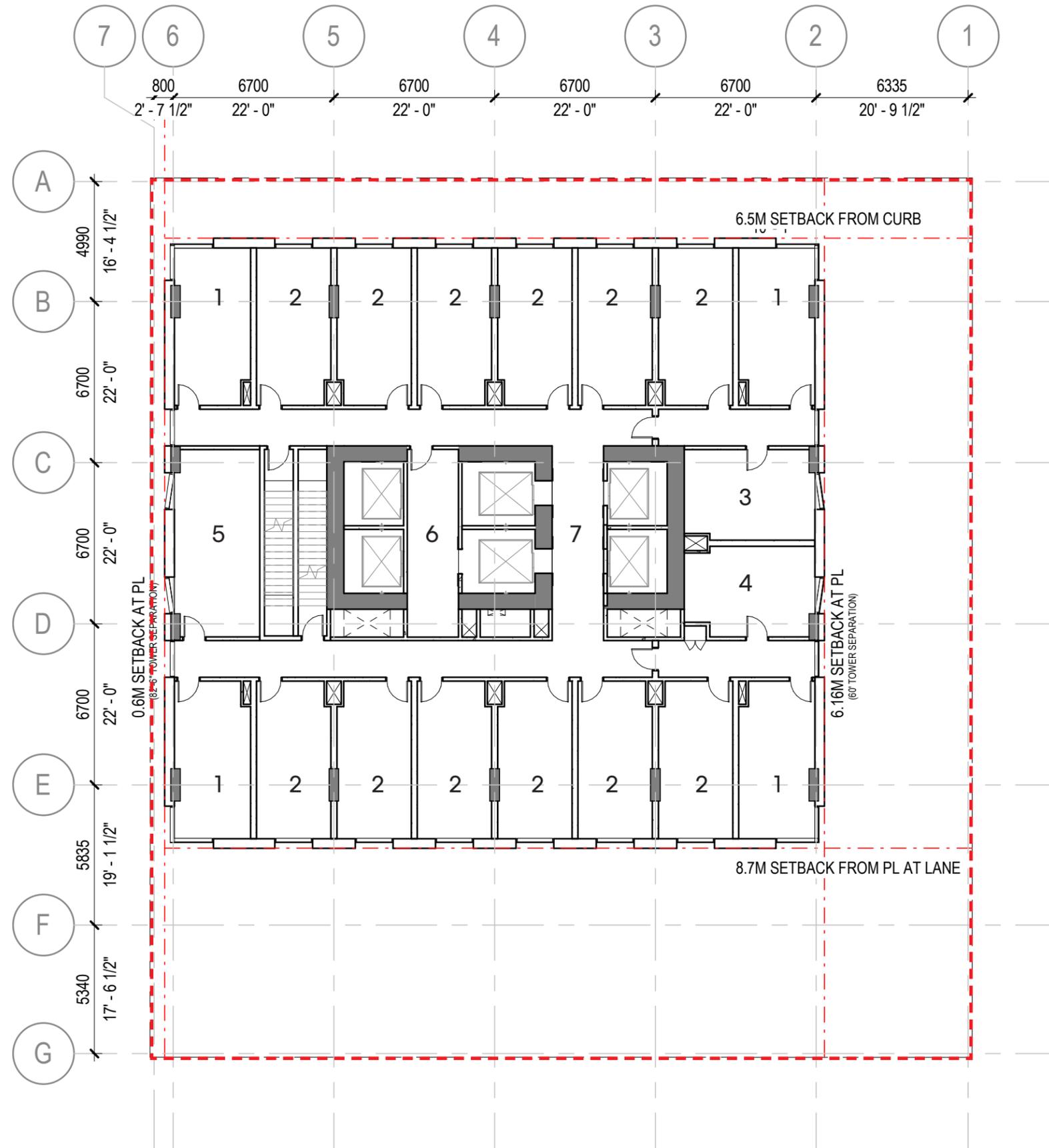
- 1. Standard King Corner Room Type AP
- 2. Standard King Room Type A
- 3. Accessible Queen Room Type B-Acc
- 4. Standard Queen Room Type C
- 5. Medium Queen Room Type A2
- 6. Small Queen Room Type A3
- 7. Skylight to Terraces below
- 8. Back of House
- 9. Elevator Lobby
- 10. Green roof
- 11. Skylight to Atrium below



# 6.2 Floor Plans

## LEVEL 05-08 FLOOR PLAN (HOTEL 1)

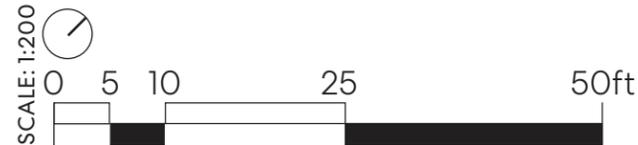
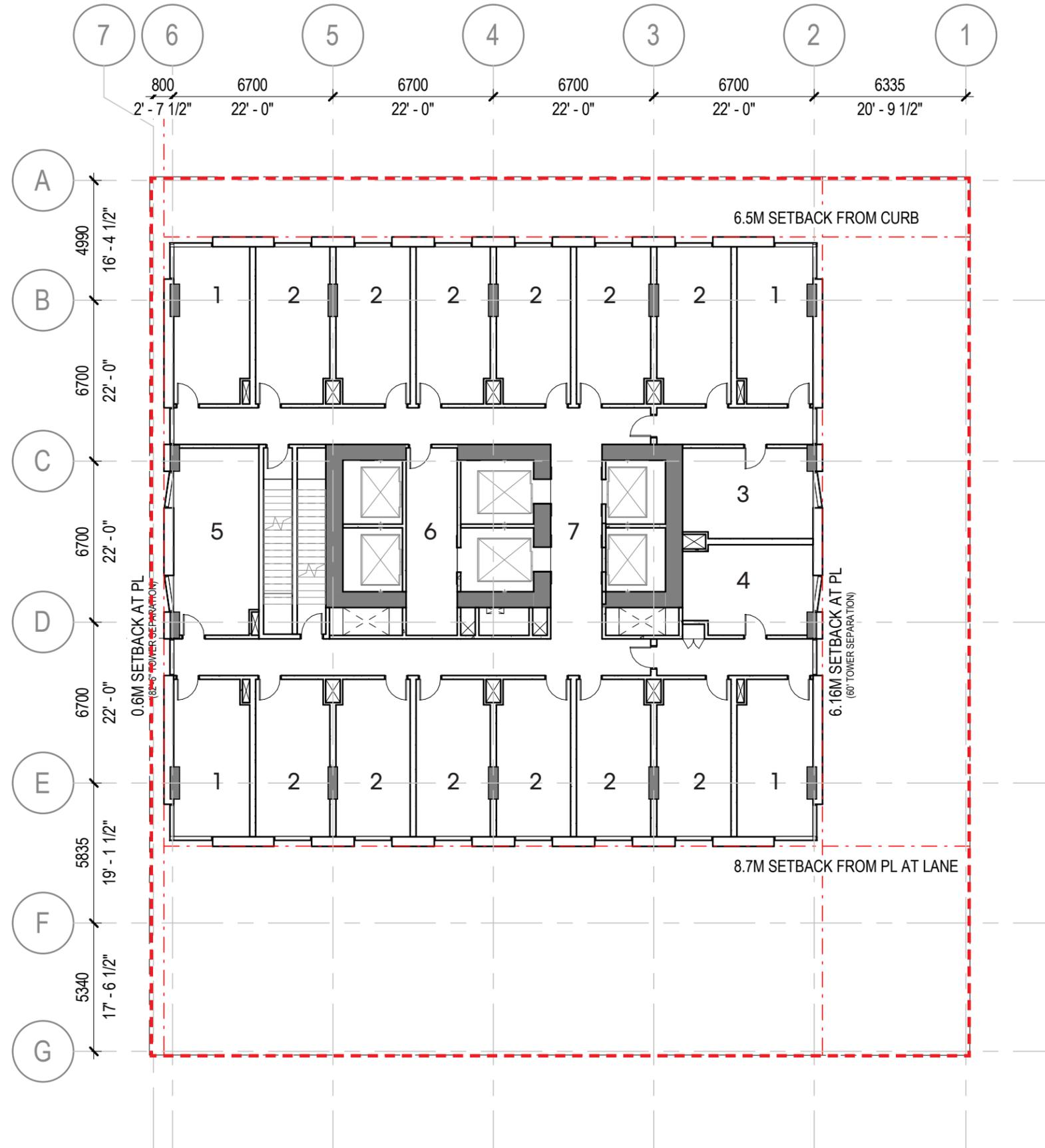
- 1. Standard King Corner Room Type AP
- 2. Standard King Room Type A
- 3. Accessible Queen Room Type B-Acc
- 4. Standard Queen Room Type C
- 5. Admin
- 6. Back of House
- 7. Elevator Lobby



# 6.2 Floor Plans

## LEVEL 09-17 FLOOR PLAN (HOTEL 1)

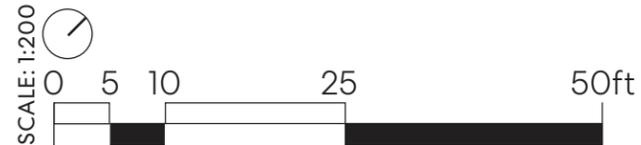
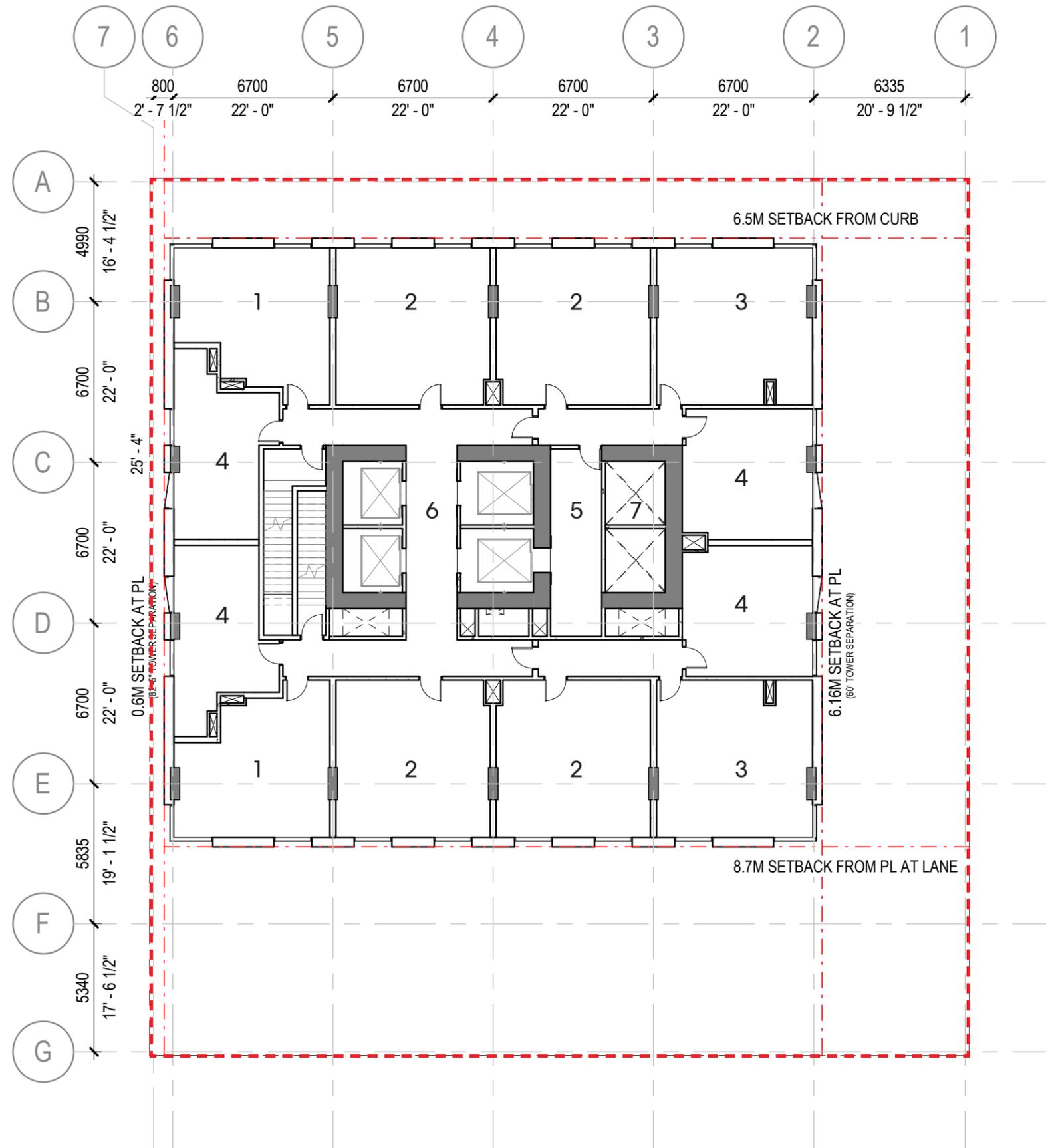
- 1. Standard King Corner Room Type AP
- 2. Standard King Room Type A
- 3. Accessible Queen Room Type B-Acc
- 4. Standard Queen Room Type C
- 5. Double Queen Room Type D
- 6. Back of House
- 7. Elevator Lobby



# 6.2 Floor Plans

## LEVEL 18-19 FLOOR PLAN (HOTEL 2)

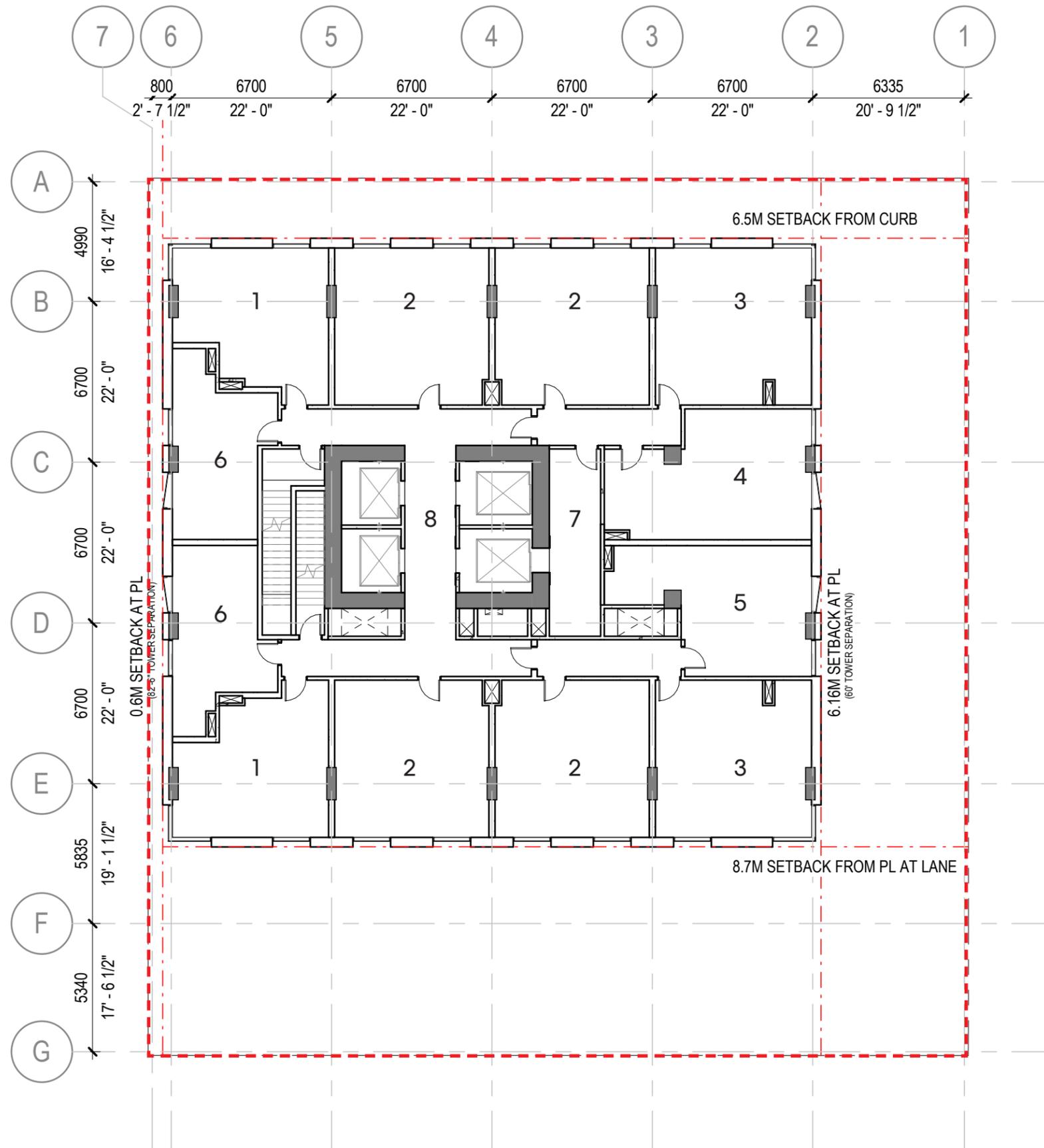
- 1. Studio King Room Type A
- 2. One Bedroom Room Type A
- 3. One Bedroom Corner Room Type B
- 4. Standard King Room Type B
- 5. Back of House
- 6. Elevator Lobby
- 7. Hotel 1 Elevator overrun



# 6.2 Floor Plans

## LEVEL 20-25 FLOOR PLAN (HOTEL 2)

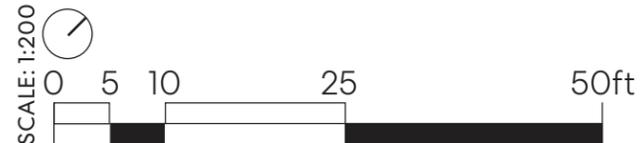
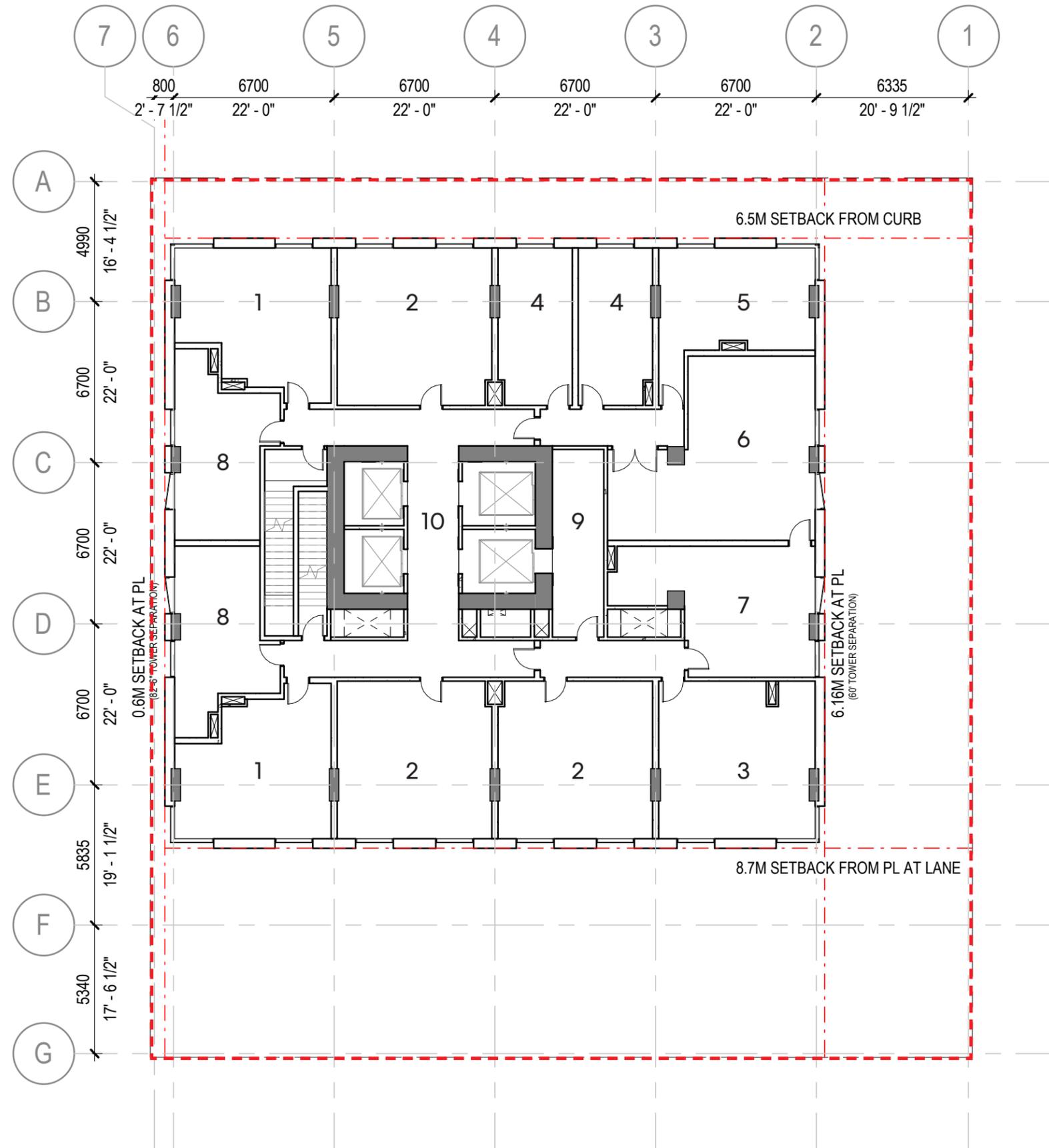
- 1. Studio King Room Type A
- 2. One Bedroom Room Type A
- 3. One Bedroom Corner Room Type B
- 4. Studio Queen / Queen Room Type A
- 5. Studio Queen / Queen Room Type B
- 6. Standard King Room Type A
- 7. Back of House
- 8. Elevator Lobby



# 6.2 Floor Plans

## LEVEL 26 FLOOR PLAN (HOTEL 2)

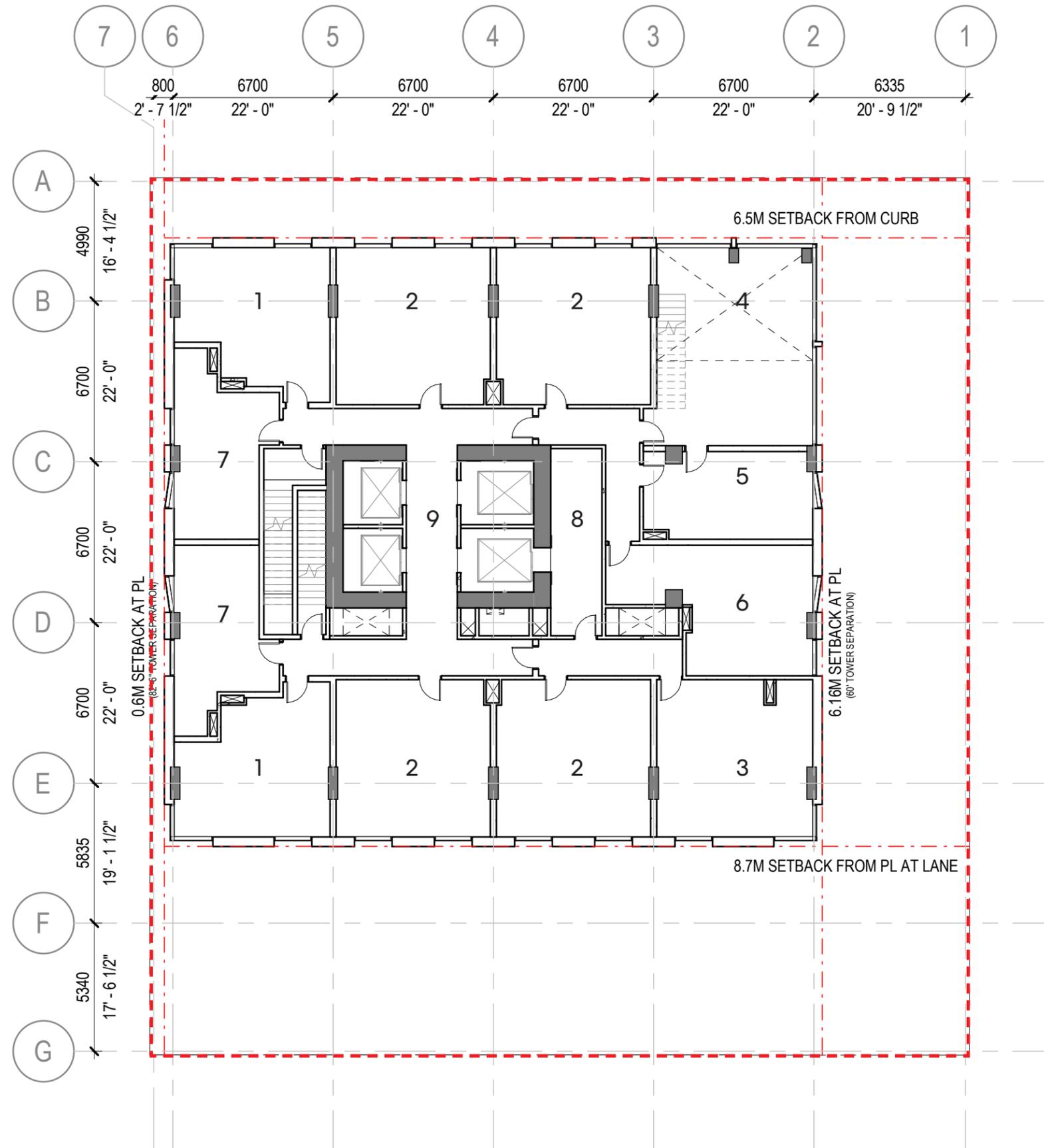
- 1. Studio King Room Type A
- 2. One Bedroom Room Type A
- 3. One Bedroom Corner Room Type B
- 4. Studio Commons Standard King Room Type A1
- 5. Studio Commons Standard King Room Type A2
- 6. Studio Commons Shared Amenity Room Type A
- 7. Studio Commons Accessible King Room Type B1
- 8. Standard King Room Type A
- 9. Back of House
- 10. Elevator Lobby



# 6.2 Floor Plans

## LEVEL 27 FLOOR PLAN (HOTEL 2)

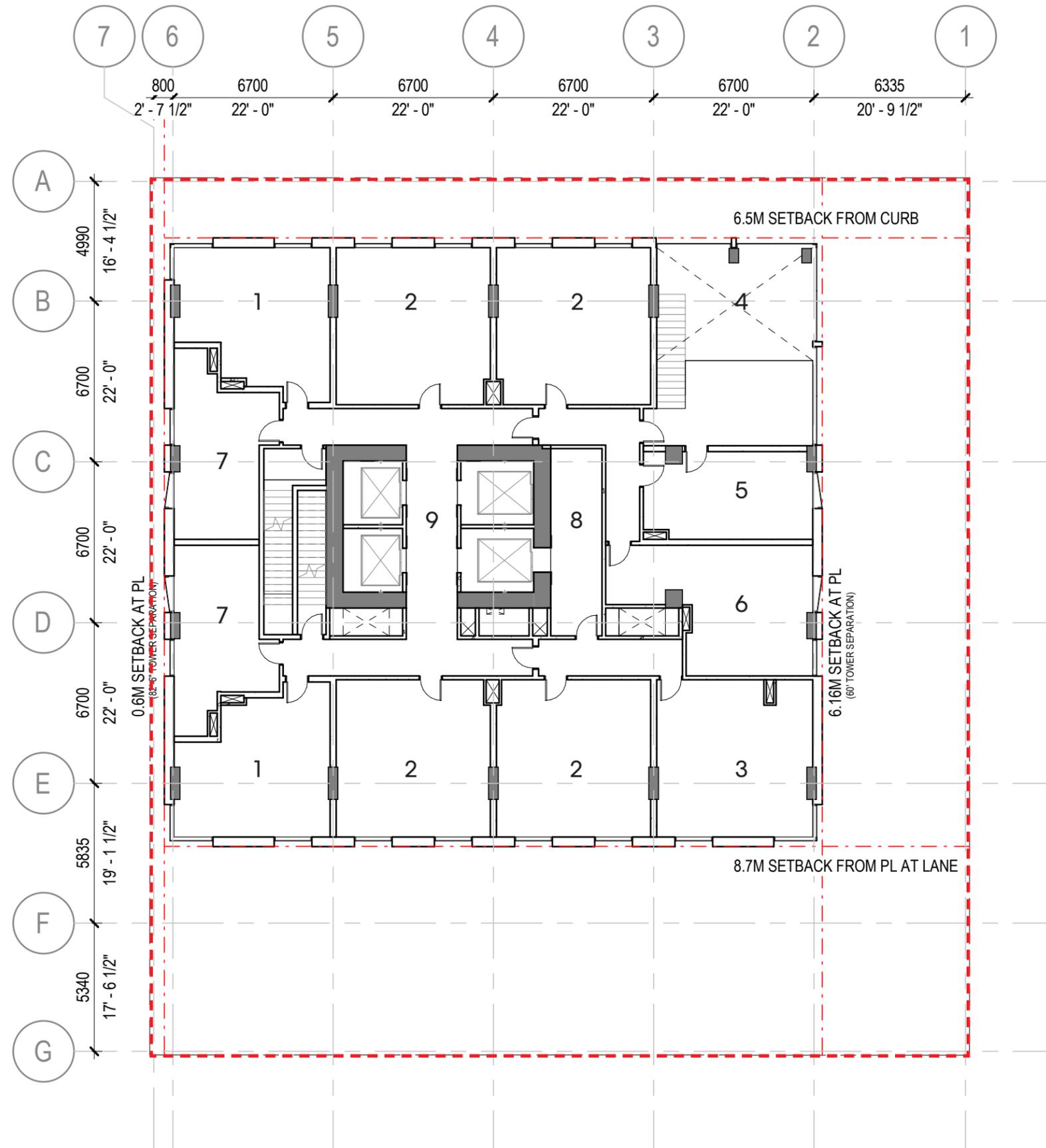
- 1. Studio King Room Type A
- 2. One Bedroom Room Type A
- 3. One Bedroom Corner Room Type B
- 4. Studio Commons Shared Amenity Room (double height space) Type B
- 5. Studio Commons Standard King Room Type A3
- 6. Studio Commons Accessible King Type B2
- 7. Standard King Room Type A
- 8. Back of House
- 9. Elevator Lobby



# 6.2 Floor Plans

## LEVEL 28 FLOOR PLAN (HOTEL 2)

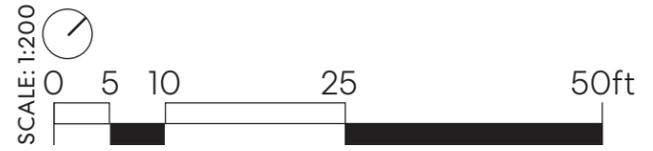
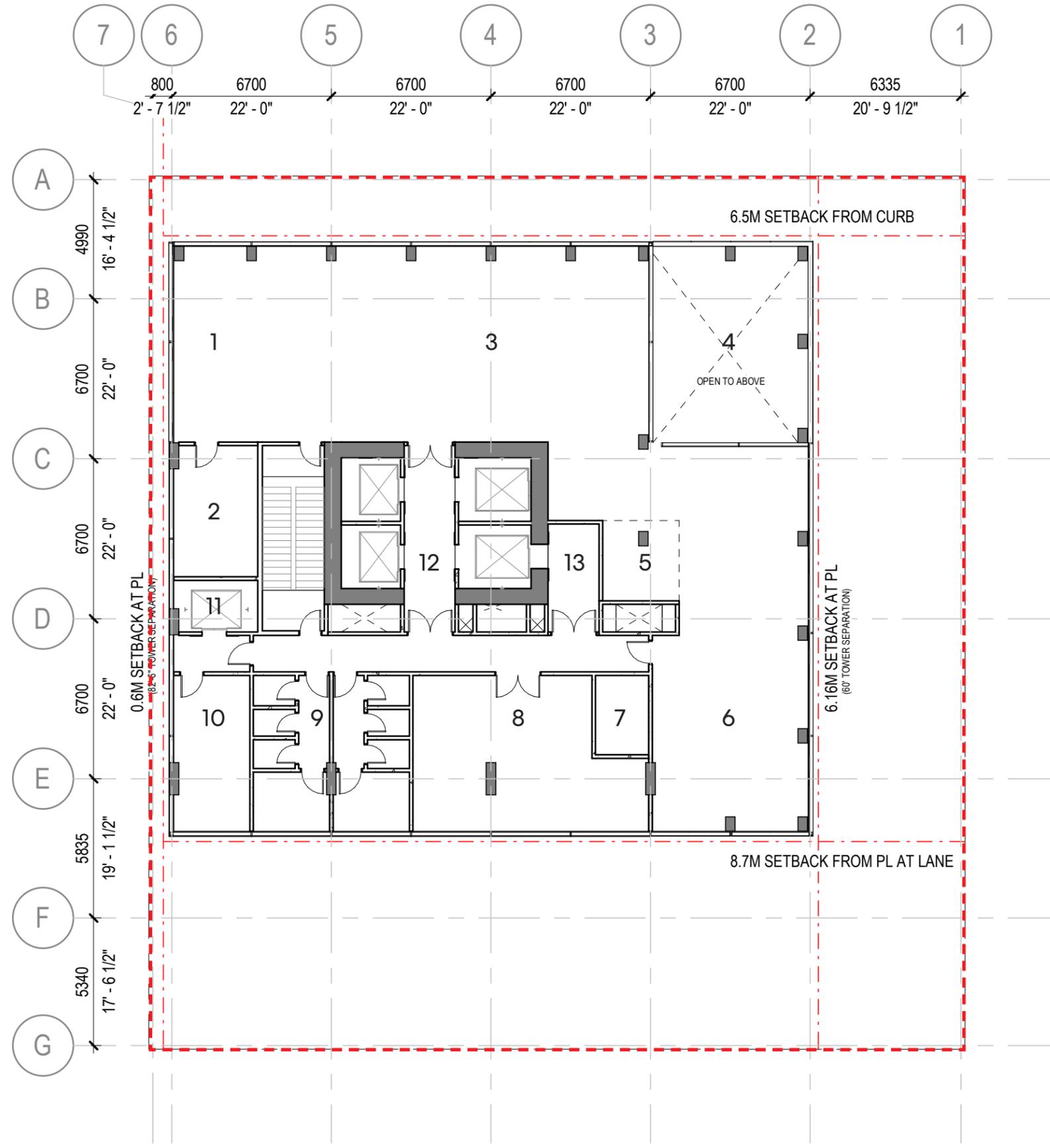
- 1. Studio King Room Type A
- 2. One Bedroom Room Type A
- 3. One Bedroom Corner Room Type B
- 4. Studio Commons Shared Amenity Room (double height space) Type B
- 5. Studio Commons Standard King Room Type A3
- 6. Studio Commons Accessible King Type B2
- 7. Standard King Room Type A
- 8. Back of House
- 9. Elevator Lobby



# 6.2 Floor Plans

## LEVEL 29 FLOOR PLAN (HOTEL 2)

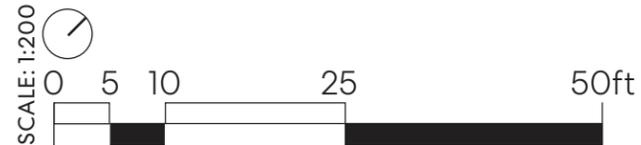
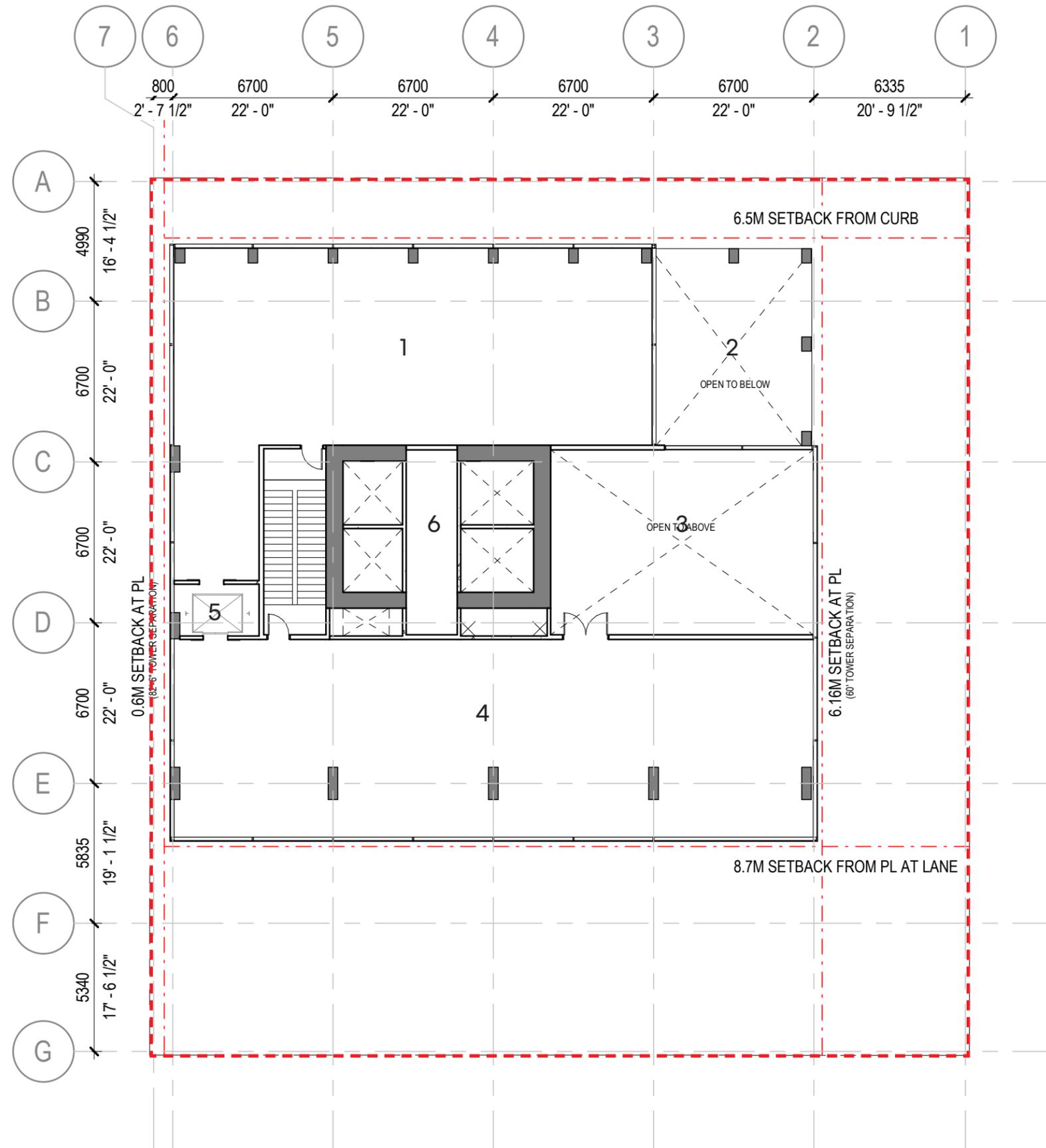
- 1. Reception
- 2. Luggage Storage
- 3. Lounge
- 4. Outdoor Terrace (double height)
- 5. Market
- 6. Dining / Event Space
- 7. Back of House (F&B)
- 8. Kitchen (F&B)
- 9. Washrooms
- 10. Office
- 11. Lift (to L30 only)
- 12. Elevator Lobby
- 13. Back of House



# 6.2 Floor Plans

## LEVEL 30 FLOOR PLAN

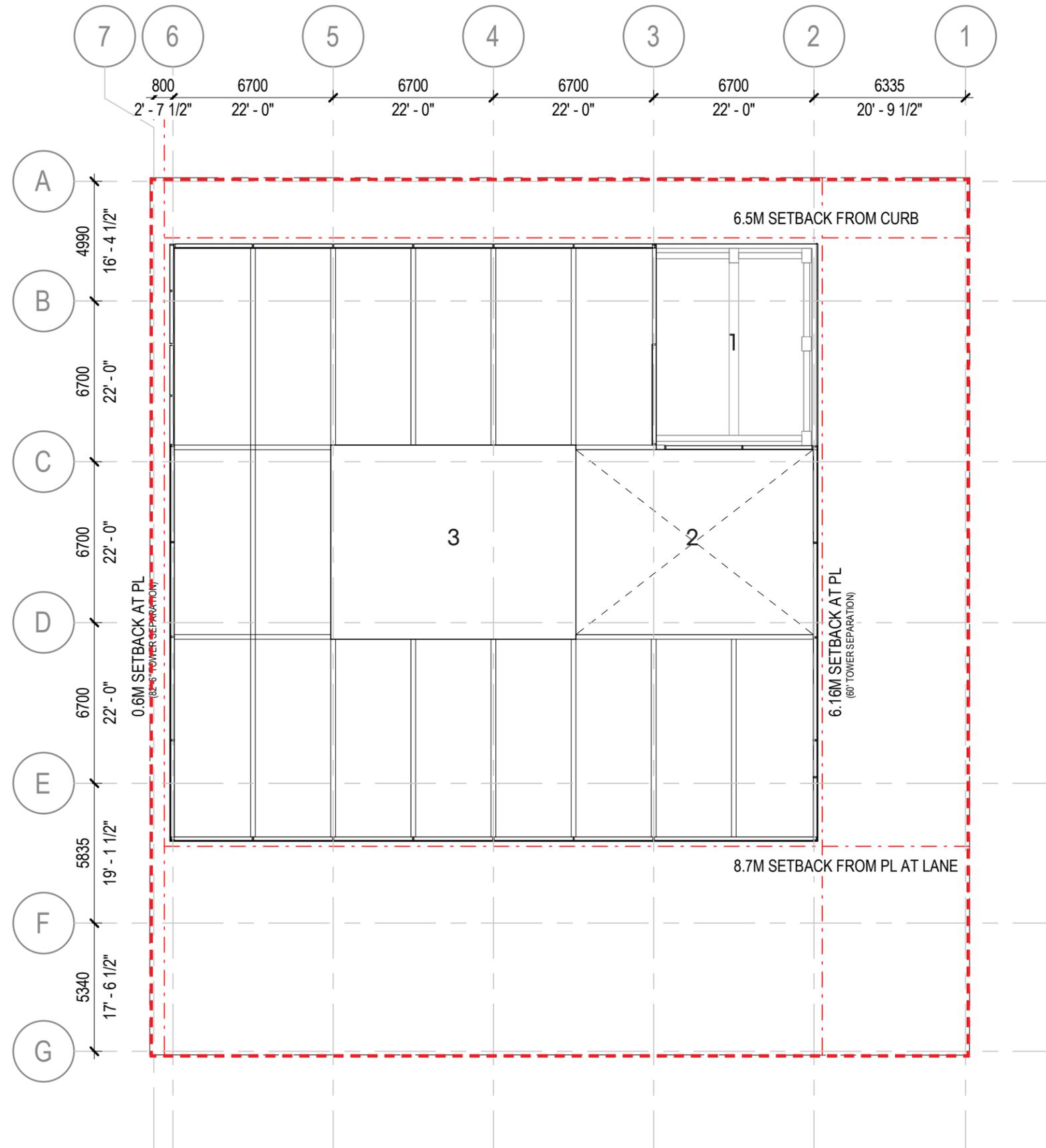
- 1. Amenity
- 2. Outdoor Terrace (open to below)
- 3. Outdoor Mech. space (open to above)
- 4. Mechanical & Electrical
- 5. Lift (from L29 only)
- 6. Elevator Overrun



# 6.2 Floor Plans

## ROOF PLAN

- 1. Glass canopy (terrace below)
- 2. Mech space (open to below)
- 3. Roof



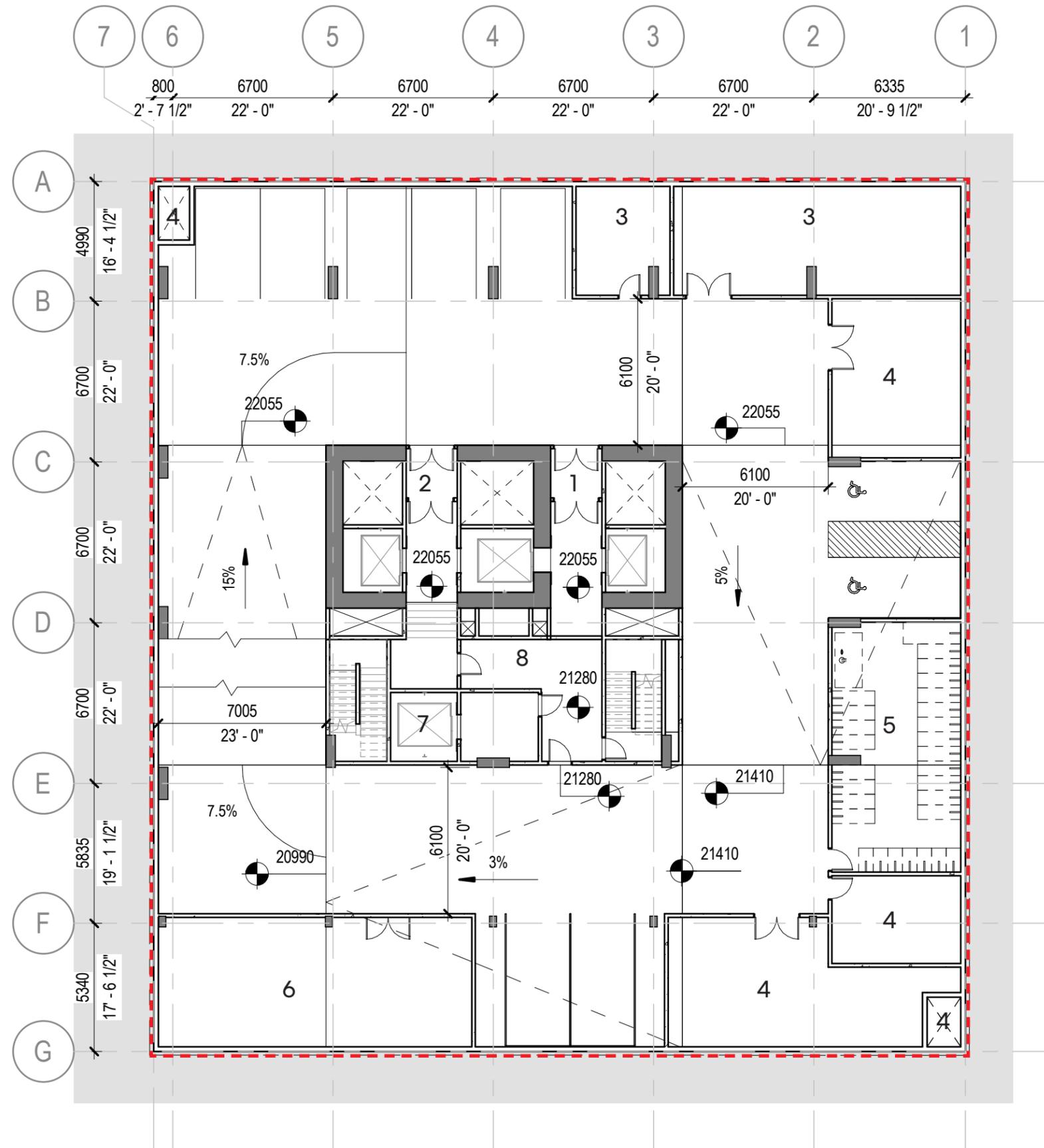
# 6.3 Parking Plans

## LEVEL P1 FLOOR PLAN

- 1. Hotel 1 Vestibule & Elevator Lobby
- 2. Hotel 2 Vestibule & Elevator Lobby
- 3. Electrical
- 4. Mechanical
- 5. Bike Room
- 6. Garbage Room
- 7. Service Elevator
- 8. Service Corridor

**Parking stall count:**

- Small - 5
- Accessible - 2
- Class A Loading - 2



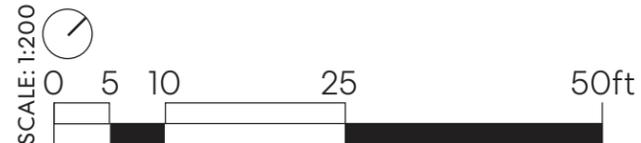
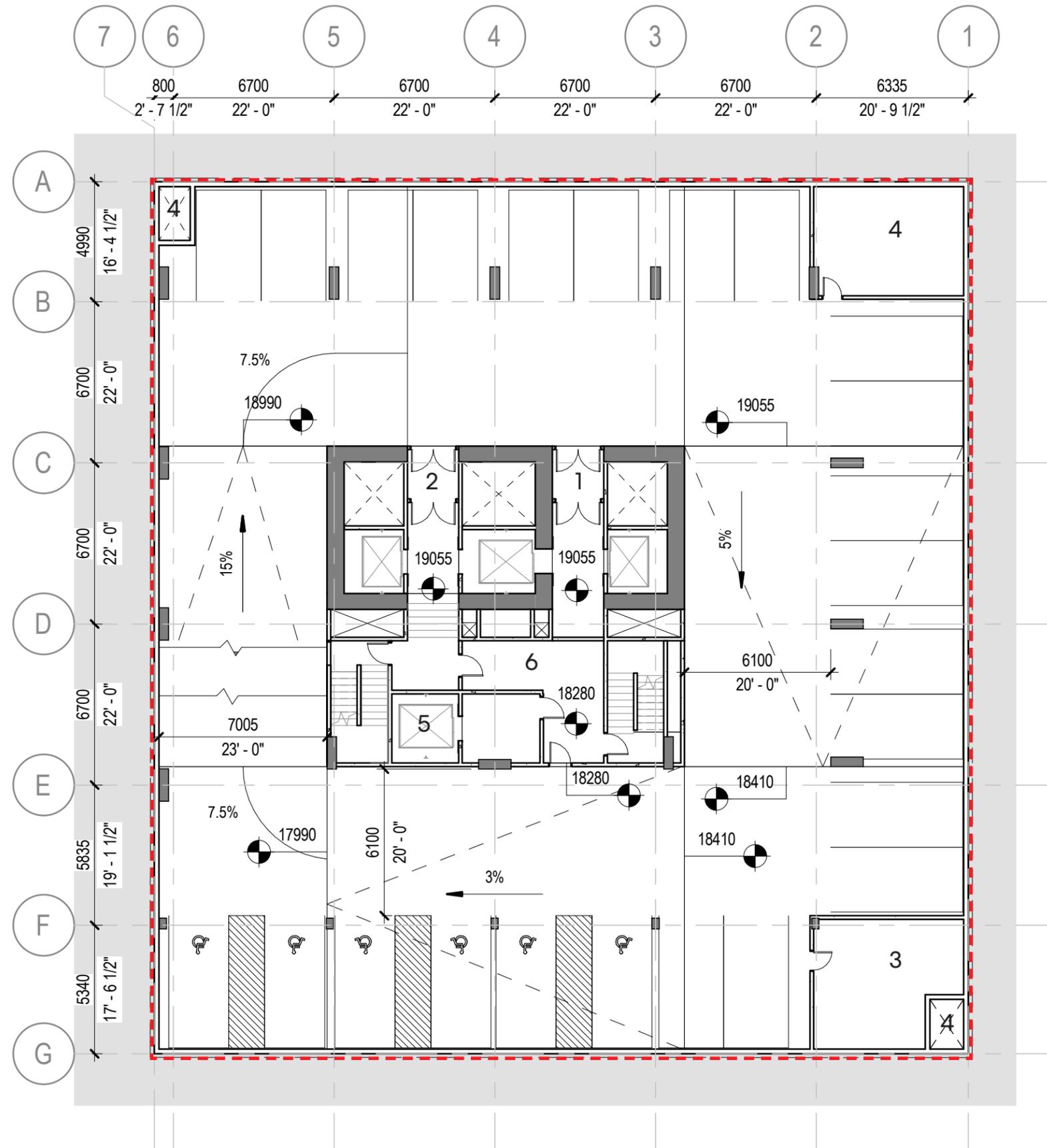
# 6.3 Parking Plans

## LEVEL P2 FLOOR PLAN

- 1. Hotel 1 Vestibule & Elevator Lobby
- 2. Hotel 2 Vestibule & Elevator Lobby
- 3. Storage
- 4. Mechanical
- 5. Service Elevator
- 6. Service Corridor

**Parking stall count:**

- Small - 8
- Accessible - 6
- Standard - 10



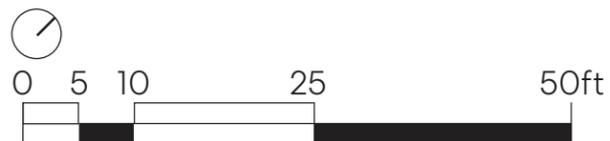
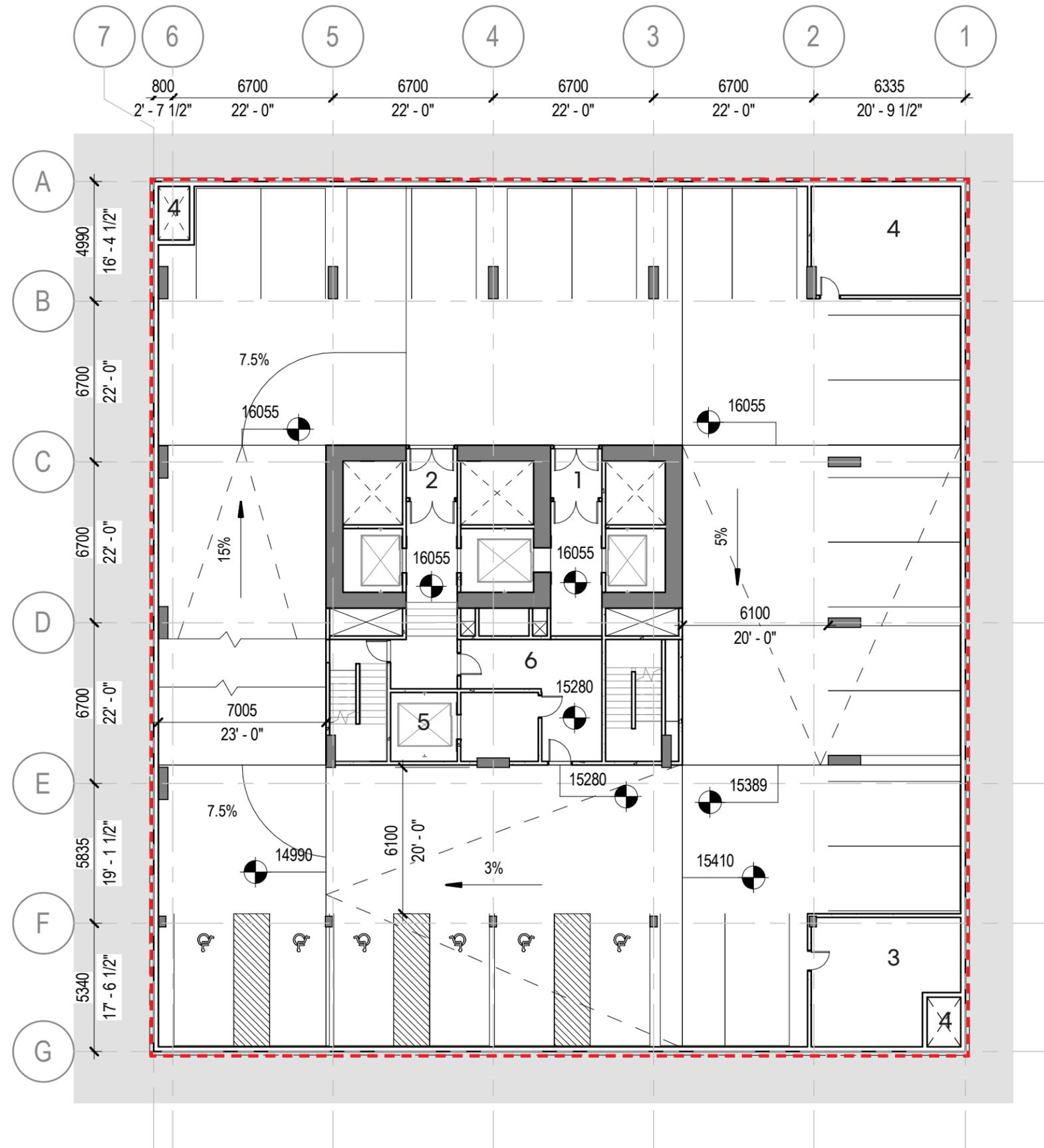
# 6.3 Parking Plans

## LEVEL P3 FLOOR PLAN

- 1. Hotel 1 Vestibule & Elevator Lobby
- 2. Hotel 2 Vestibule & Elevator Lobby
- 3. Storage
- 4. Mechanical
- 5. Service Elevator
- 6. Service Corridor

**Parking stall count:**

- Small - 8
- Accessible - 6
- Standard - 10



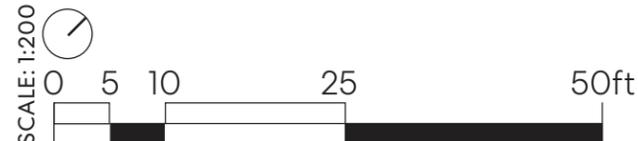
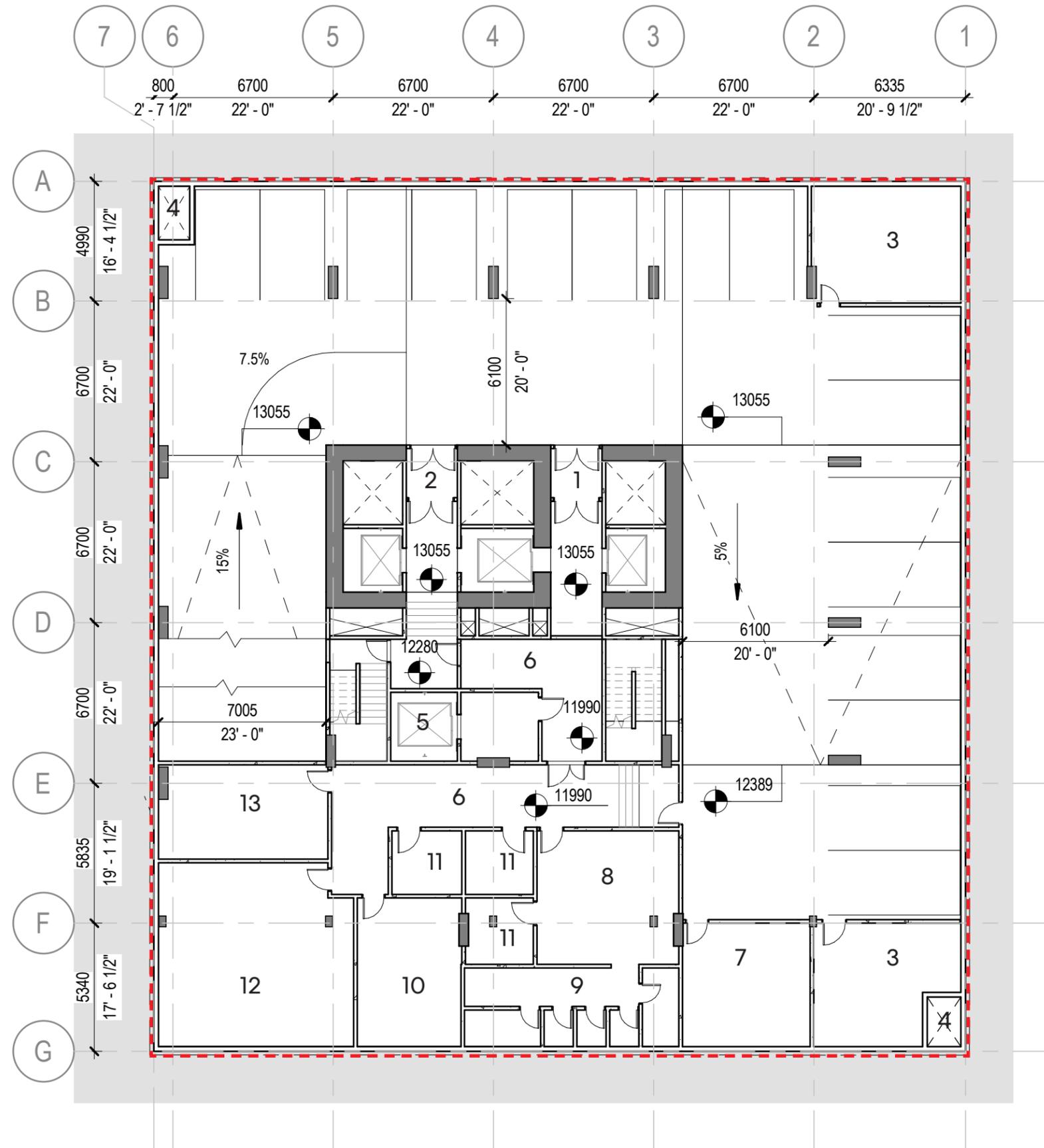
# 6.3 Parking Plans

## LEVEL P4 FLOOR PLAN

- 1. Hotel 1 Vestibule & Elevator Lobby
- 2. Hotel 2 Vestibule & Elevator Lobby
- 3. Storage
- 4. Mechanical
- 5. Service Elevator
- 6. Service Corridor
- 7. Engineering / Tool Storage
- 8. Break Room
- 9. End of Trip facilities
- 10. Housekeeping
- 11. Offices (3)
- 12. Laundry Room
- 13. Computer / Telecom

**Parking stall count:**

- Small - 8
- Standard - 8

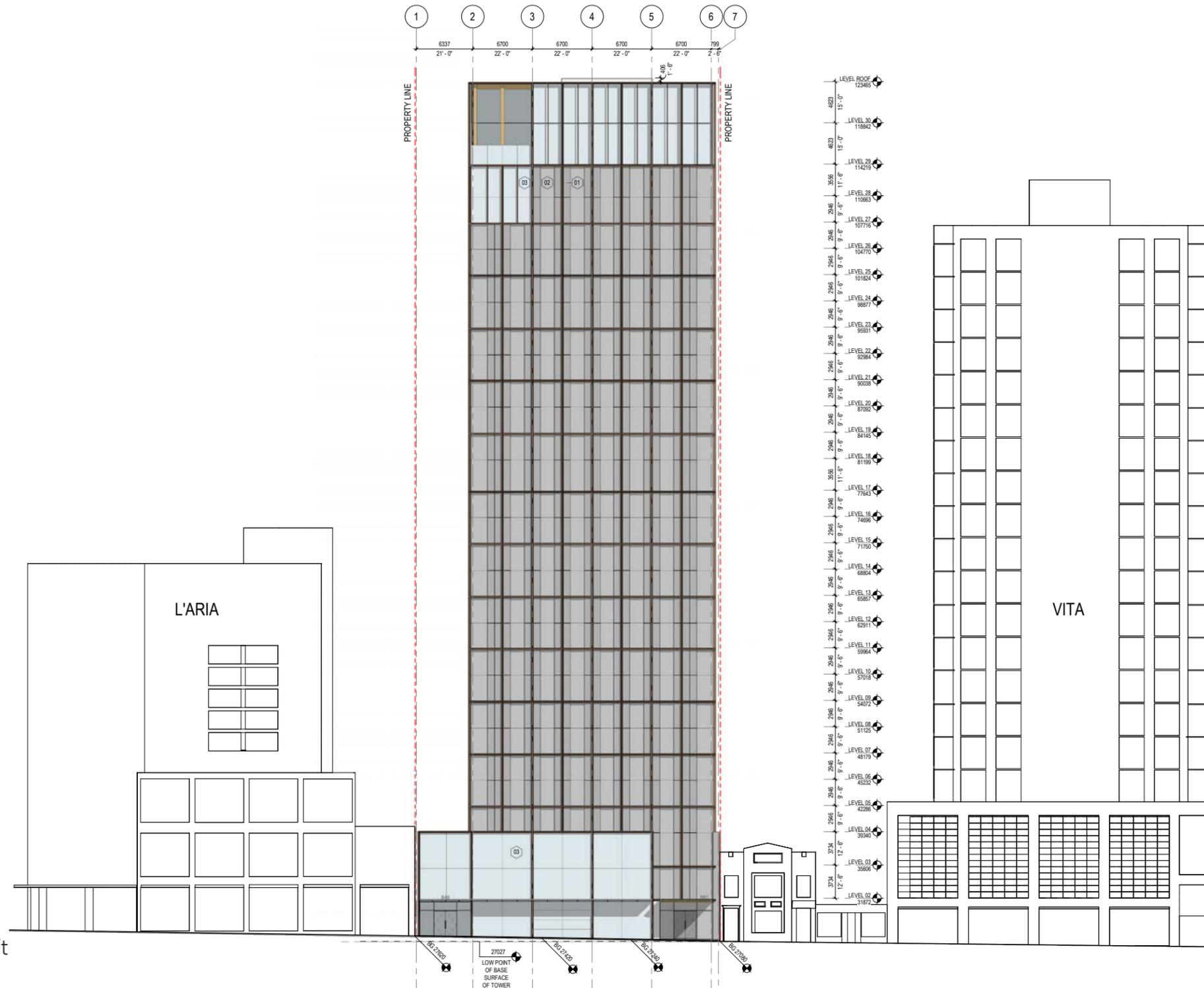
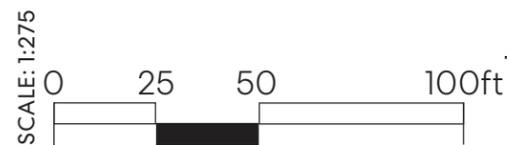


# 6.4 Elevations

## WEST ELEVATION

Materials:

- 01 - Grey Opaque Panel
- 02 - Silver Tinted Glass
- 03 - Clear Glass
- 04 - Louvers
- 05 - Terrace Screen

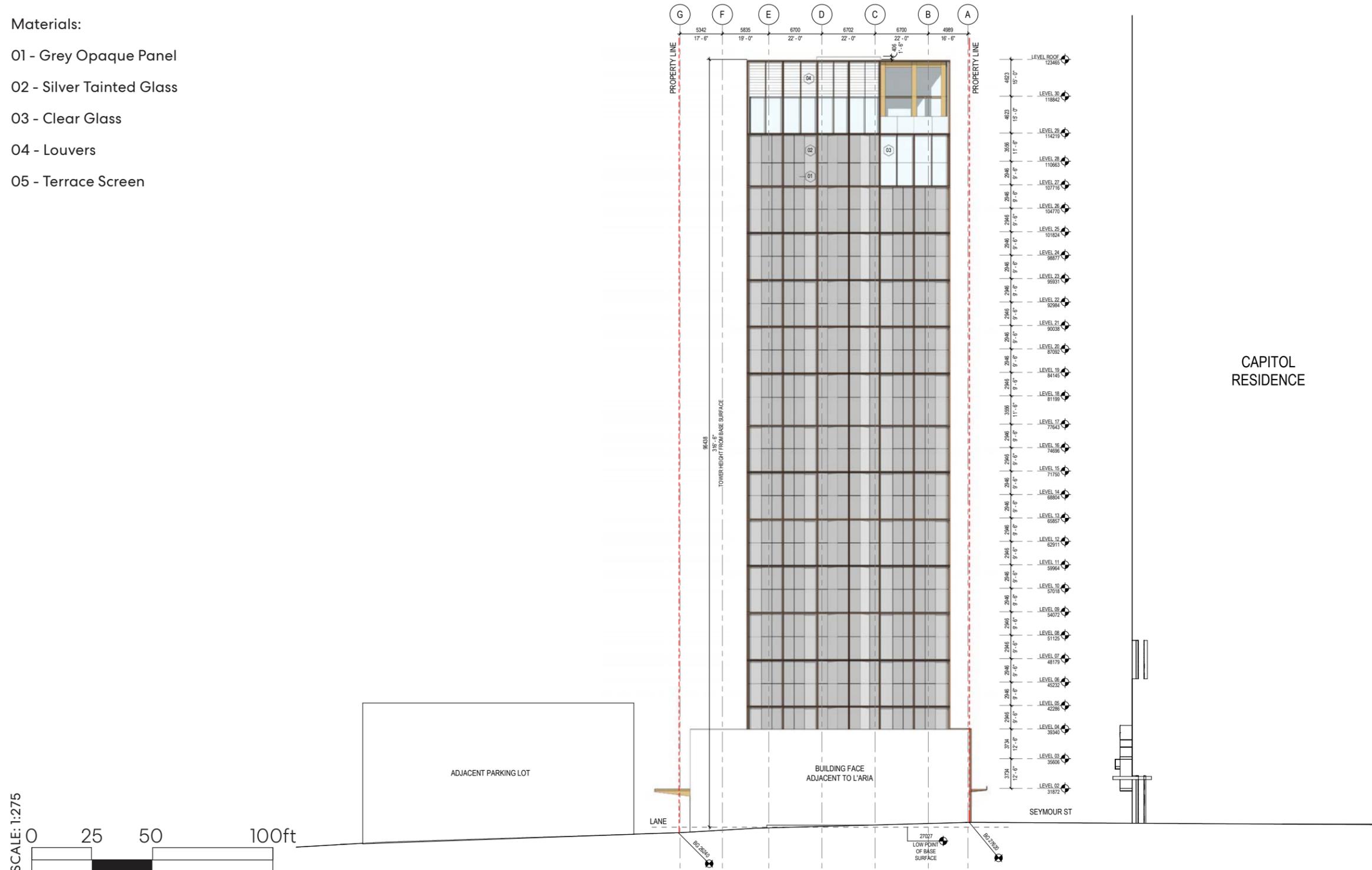


# 6.4 Elevations

## NORTH ELEVATION

Materials:

- 01 - Grey Opaque Panel
- 02 - Silver Tainted Glass
- 03 - Clear Glass
- 04 - Louvers
- 05 - Terrace Screen

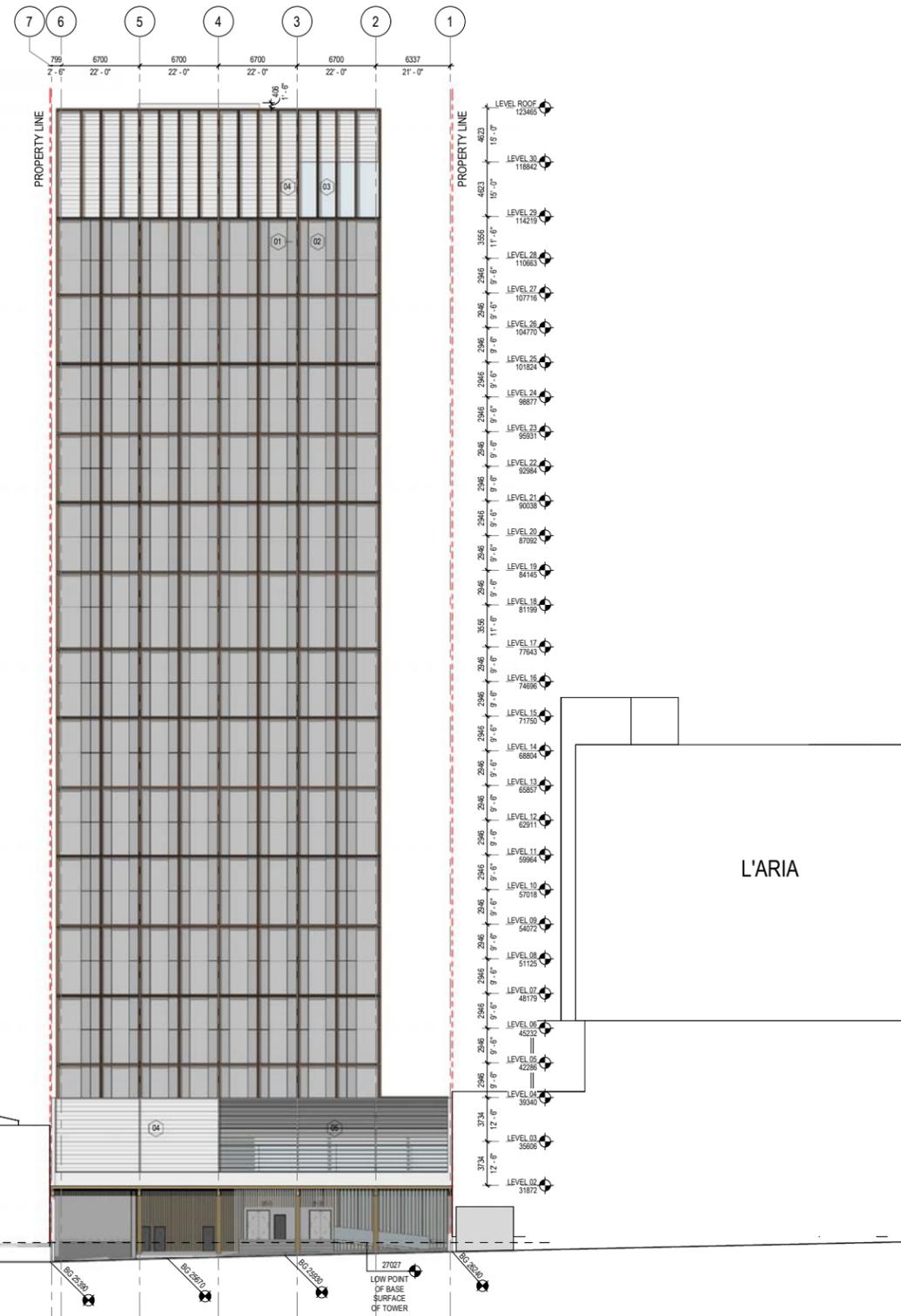
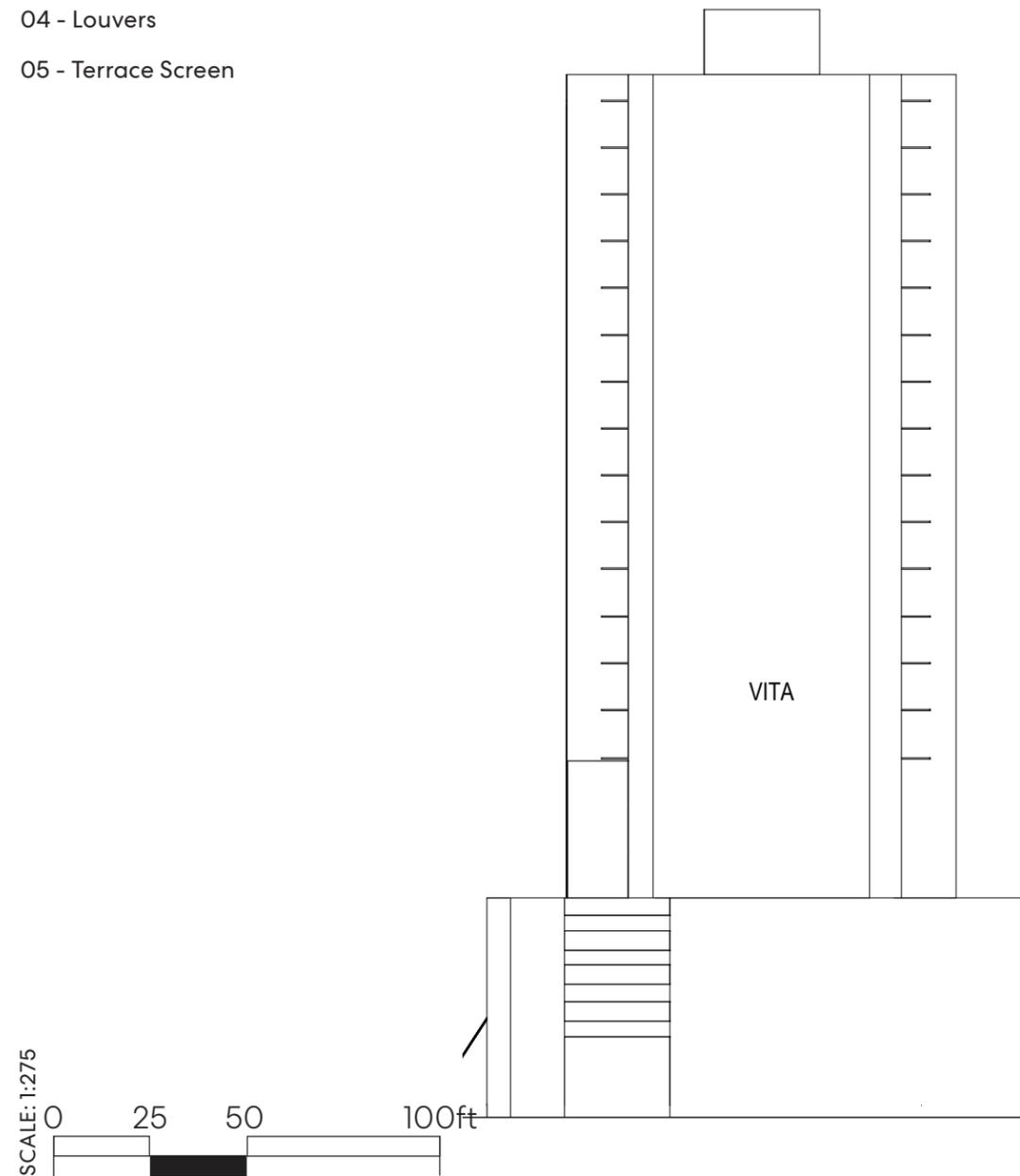


# 6.4 Elevations

## EAST ELEVATION

Materials:

- 01 - Grey Opaque Panel
- 02 - Silver Tinted Glass
- 03 - Clear Glass
- 04 - Louvers
- 05 - Terrace Screen

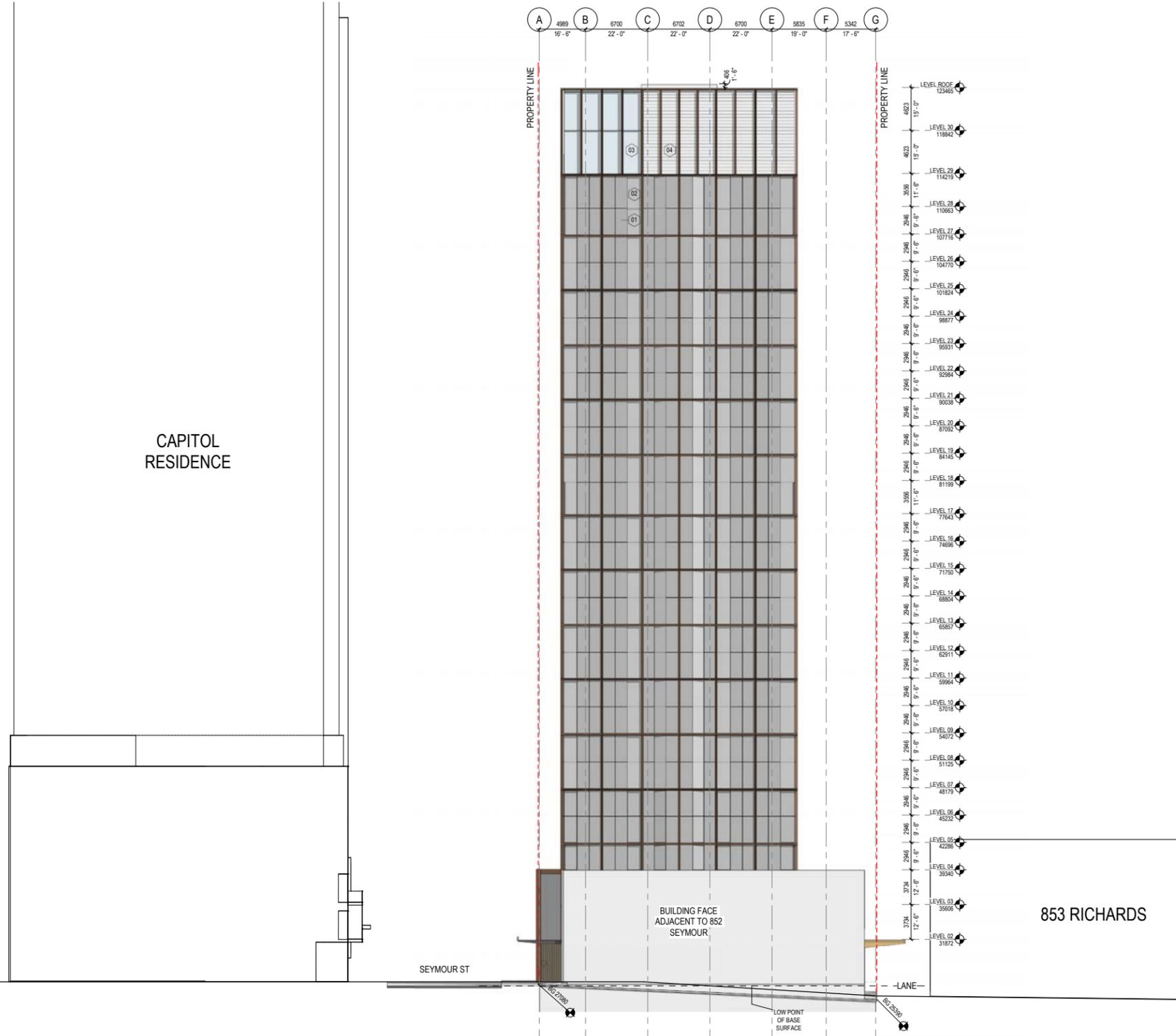


# 6.4 Elevations

## SOUTH ELEVATION

Materials:

- 01 - Grey Opaque Panel
- 02 - Silver Tinted Glass
- 03 - Clear Glass
- 04 - Louvers
- 05 - Terrace Screen

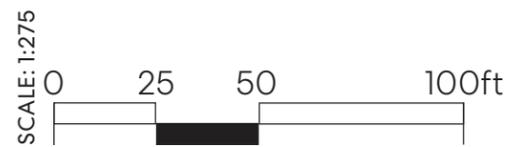
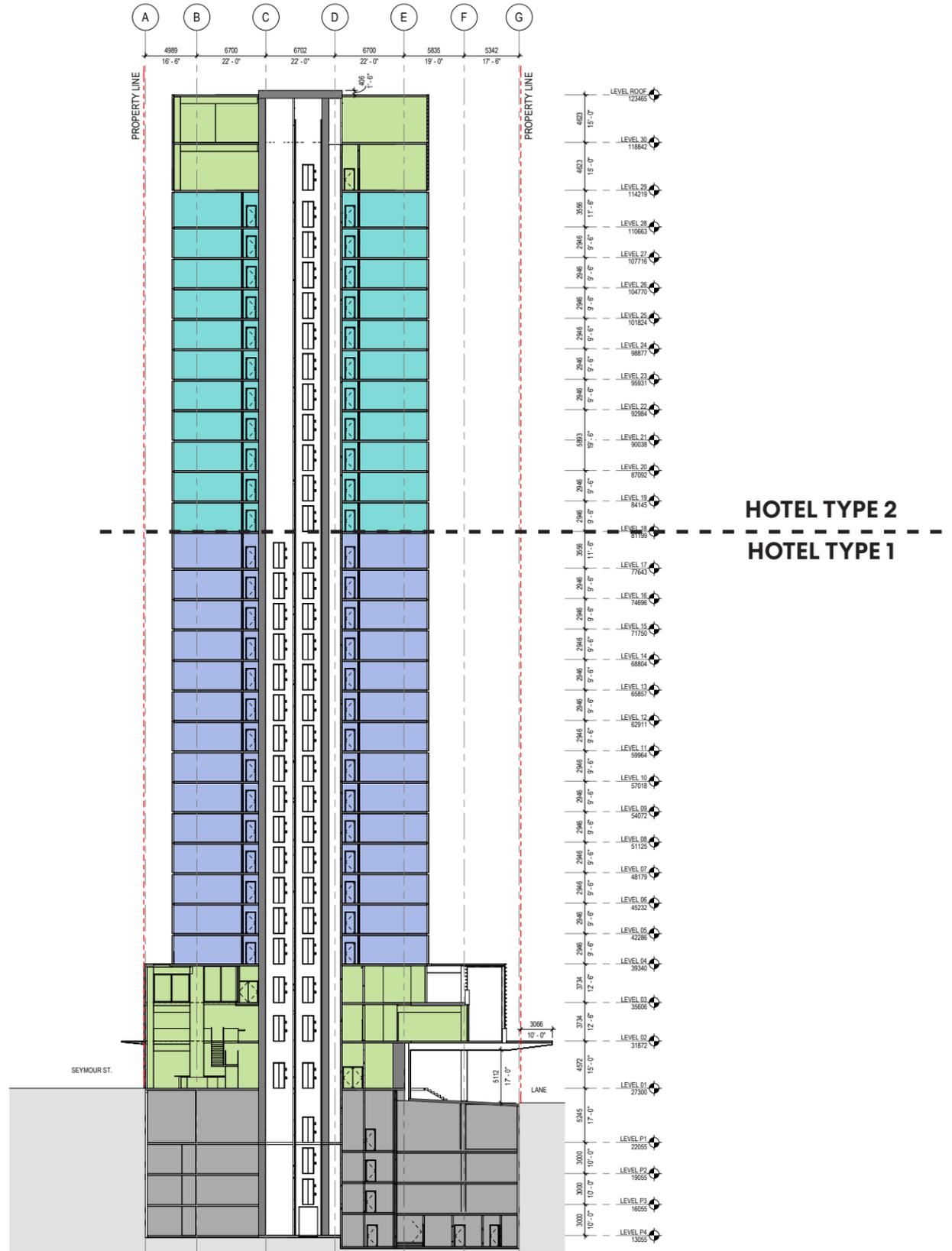


# 6.5 Sections

## WEST-EAST SECTION

Legend:

- Hotel 1
- Hotel 2
- Amenity
- Parkade

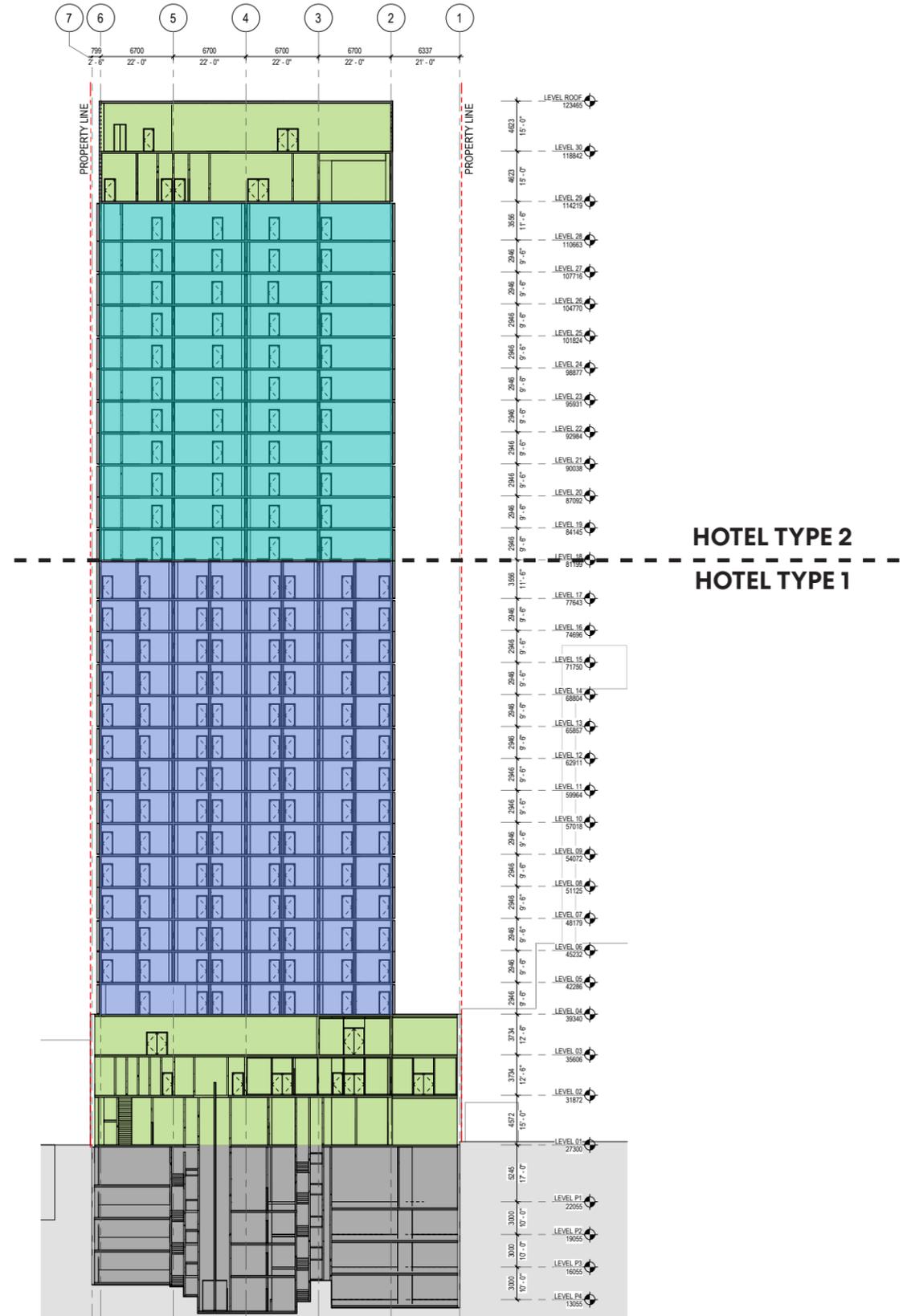


# 6.5 Sections

## NORTH-SOUTH SECTION

Legend:

- Hotel 1
- Hotel 2
- Amenity
- Parkade



# 7.0 APPENDIX



# 7.2 Building Grade

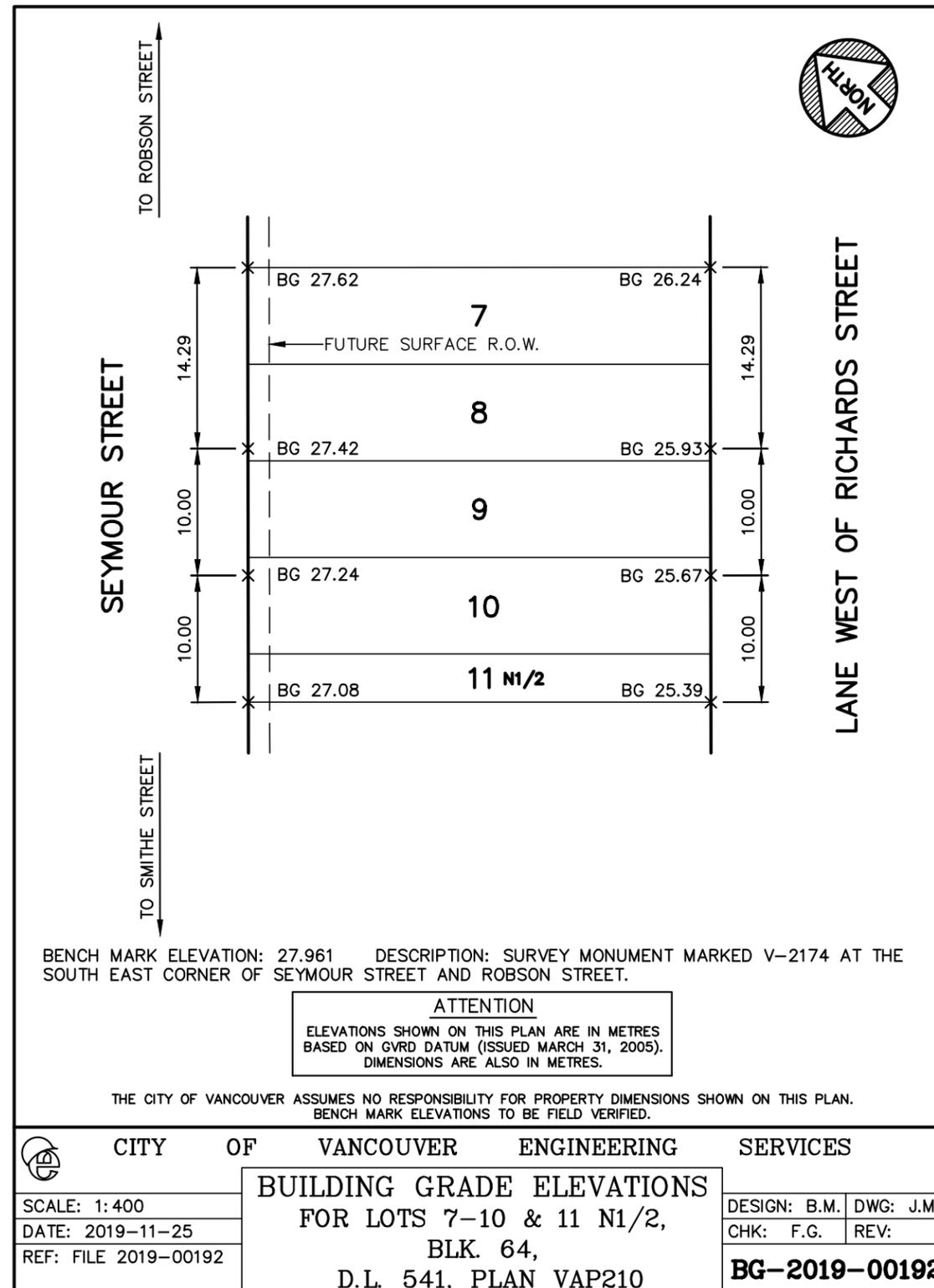


Figure 7.2.1. Building Grade

1220 Homer Street  
Vancouver, BC V6B 2Y5

**Perkins&Will**