

888 W 8th Avenue

Application for Rezoning





We respectfully acknowledge that we are privileged to be undertaking study of a project located on the traditional, unceded, ancestral territories of the Squamish, Tsleil-Waututh and Musqueam peoples.

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Section 1.0

Introduction



1.1 Rezoning Intent

This application proposes to rezone the subject site from C-3A to CD-1, in accordance with the provisions of 'Broadway Plan (Uptown/ Cambie North – Area A)'

The intent of the proposed rezoning is to enable an increase in commercial and job space by building a 16-storey Hotel tower, in a manner that is in alignment with the policies and objectives of the Broadway Plan.

This proposal is a specific response to the City's strategies, through initiatives such as 'the Broadway Plan', calling for residential and commercial/office densification along major arterial roads and especially along transit lines such as the Broadway Corridor.

With a substantial lack of supply and variety of hotel availability, particularly in this area, this proposal continues the conversation of the Broadway Corridor's significance, in this instance, the densification of commercial and employment uses within the Uptown/ Cambie North Area-A, with the intent of contributing to a more complete, walkable, and connected neighborhood.



1.2 Project Team

Owner

Value Property Group

Contact: Chris Andison | Darren Trester
Email: chris@valueindustries.com
darren@valueindustries.com

400 - 1245 West Broadway
Vancouver, B.C. V6H 1G7
Tel: 604-606-7076
www.valuegroupproperties.com

Architect

Formosis Architecture

Contact: Adam Gruchala
Email: agruchala@formosis.ca

638 - 375 Water Street
Vancouver, B.C. V6B 5C6
Tel: 604-688-7582
www.formosis.ca

Landscape

Durante Kreuk Landscape arch.

Contact: Stephen Vincent
Email: stephen@dki.bc.ca

102 - 1637 W 5th Ave,
Vancouver, B.C. V6J 1N5
Tel: 604-684-4611
www.dki.bc.ca

Structural

Glotman Simpson

Contact: Levi Stoelting
Email: lstoelting@glotmansimpson.com

1661 W 5th Ave,
Vancouver, B.C. V6J 1N5
Tel: 604-734-8822
www.glotmansimpson.com

Electrical

Nemetz & Associates Ltd.

Contact: Darren Neuman
Email: darren@nemetz.com

2009 West 4th Avenue
Vancouver, B.C. V6J 1N3
Tel: 604-736-6562
www.nemetz.com

Civil

Aplin Martin

Contact: Robert Lew
Email: RLew@aplinmartin.com

1818 - 1177 W Hastings Street,
Vancouver, B.C. V6E 2K3
Tel: 604-678-9434
www.aplinmartin.com

Code

McAuley Consulting Inc.

Contact: Tavis McAuley
Email: tavis@mcauleyconsulting.ca

503 - 1587 W 8th Ave
Vancouver, B.C. V5J 1T5
Tel: 604-679-6509
www.mcauleyconsulting.ca

Mechanical

The AME Consulting Group Ltd.

Contact: Reza Mousakhani
Email: rezamousakhani@amegroup.ca

200 - 638 Smithe Street
Vancouver, B.C. V6B 1E3
Tel: 604-684-5995
www.amegroup.ca

Surveyor

Bennett Land Surveying Ltd

Contact: Haemee Lee
Email: haemee@bennettsurveys.com

201 – 275 Fell Avenue
North Van, BC, V7P 3R5
Tel: 604-980-4868
www.bennettsurveys.com

Envelope

BC Building Science

Contact: Chad Cranswick
Email: chad@bcbuildingscience.com

611 Bent Ct,
New Westminster, B.C. V3M 1V3
Tel: 604-520-6456
www.bcbuildingscience.com

Elevator

Gunn Consultants Inc.

Contact: Eric Peterson
Email: eric@gunnconsultants.com

166 - 1020 Mainland Street
Vancouver, B.C. V6B 2T5
Tel: 604-630-2276
www.gunnconsultants.com

Geotechnical

GeoPacific Consultants Ltd.

Contact: Luke Hessen
Email: hessen@geopacific.ca

1779 W 75th Avenue
Vancouver, B.C. V6P 6P2
Tel: 604-439-0922
www.geopacific.ca

Energy

BC Building Science

Contact: Farshid Bagheri
Email: farshid@bcbuildingscience.com

611 Bent Ct,
New Westminster, B.C. V3M 1V3
Tel: 604-520-6456
www.bcbuildingscience.com

Traffic

Bunt & Associates

Contact: Daniel Fung
Email: dfung@bunteng.com

1550-1050 West Pender Street
Vancouver, B.C. V6E 3S7
Tel: 604-685-6427
www.benteng.com

1.3 The Proposal



Site Information

Property Address: 888 W 8th Avenue,
Vancouver, BC V5Z 1E3

Legal Description: LOTS 3 & 4, EXCEPT PLAN 4654,
BLOCK 337, PLAN VAP590,
DISTRICT LOT 526

Zoning: C-3A
Local Area: Fairview
Current Uses: Commercial, Office
Uses: Hotel, Bar/Lounge
Total Site Area: 1,087.1 m² (11,701.45 sf)
Net Site Area: 1,068.4 m² (11,501.45 sf)

Current Zoning (C-3A)

Height: 9.2m (30'-2")
Density: Maximum 3.0 FSR

Broadway Plan (Uptown/Cambie North - Area A) (FUCA)

Height: VGH Helicopter Flight Path
(Broadway Plan 9.18.1).
81.5m ASL, 179'-9" (54.81m)
from grade.

Density: No Maximum FSR

Min Frontage: 30.4m (100')

Project Summary

The proposed rezoning is in alignment with the Broadway Plan's overall intent to provide increased capacity for hotel and commercial space, supporting the thesis of establishing Central Broadway as Vancouver's "second downtown". The proposal provides an opportunity to create a more complete and a connected neighborhood by enhancing the streetscape, increasing heights and densities, and maintaining Uptown as a prime supplier of job space. Its location offers convenience to visitors and tourists, with direct access to the other districts.

This application proposes to rezone the subject site at 888 W 8th Avenue from C-3A to CD-1, in accordance with the provisions of 'Broadway Plan (Uptown/ Cambie North - Area A)', offering to increase commercial and job space by building a 16-storey, 152 suite hotel tower with an FSR of approximately 8.14.

The site is 11,701 SF (1,087.1 m²) in area, located between Laurel Street and Willow Street along W 8th Avenue. The site has a frontage of 100 ft (30.48 m) and a depth of 117'-0" (35.66m), and is serviced by a rear lane to the South. The site slopes between 4.68m / 15.35 ft and 5.09m / 16.70 ft from the lane down to W. 8th Avenue. The proposed 16-storey hotel building rises to a height of 167'-6" (51.05m) at the tower parapet.

The program includes 5,796 sf (538 m²) of hotel amenity and support space, 1,393 sf (129 m²) of bar/lounge space at grade, and 62,742sf (5828 m²) of Hotel Suites providing 152 rooms with a diverse mix of suite-types. A total of 53 vehicle parking stalls are accommodated within 1 level of below-grade parking via vertical vehicle stacker systems, accessed by 2 Car Elevators from the lane. Two Class B Loading stalls and one Class A loading stall, as well as one van-accessible stall are accessed off the lane. The common amenity spaces will include hotel lobby, bar with kitchen, multi-purpose meeting rooms/work spaces, an outdoor amenity deck and a fitness facility.

The proposed hotel tower's separating distance from a potential future tower to the west is 65'-0" (19.81 m) and 90'-0" (27.43m) from a potential future tower to the east. Separated from the larger 5-level base, the typical hotel tower floor plate is 4,901 SF (455.3 m²), providing a total of 62,742 SF (5,828.9 m²).

The loading, garbage and recycling, and the car elevators providing access to the underground parking are located off the lane, on the south of the site.

Variations

The rezoning application is requesting three variations from the City of Vancouver Parking By-law 6059 on the basis of site hardships, operational requirements, and existing on-street entitlements. These variations are briefly summarized as follows with supporting rationale expanded-on further within a memo submitted in tandem.

1. Reduction of required Class A Passenger stalls (per 7.2.5.2.) from three (3) to zero (0).
2. Reduction of required Accessible Parking Spaces (per 4.1.4.) from five (5) to one (1).
3. Reduction of required Class C Passenger stalls (per 7.2.5.2) from one (1) to zero (0)

Refer to section 4.12 of this document for rationale supporting this request.

This proposal is also requesting a relaxation of the rear yard setback (from 25'-0" to ϕ of lane to proposed 20'-0" to ϕ of lane) on the basis of site hardship and minimum viable floor plate size.

Refer to section 4.3 of this document for rationale supporting this request.



Section 2.0

Zoning Context



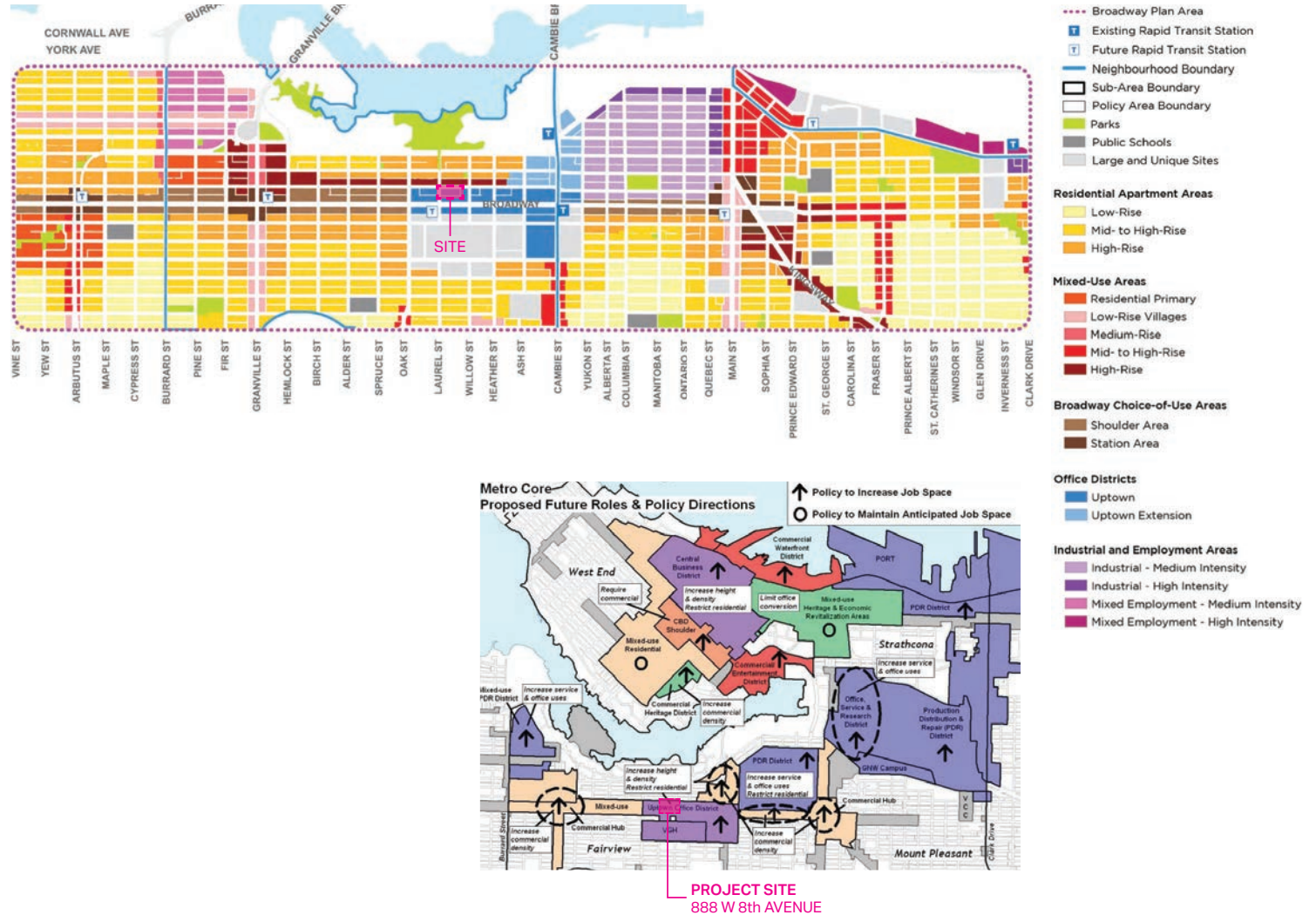
2.1 Zoning Context

The Broadway Plan

City of Vancouver Council approved the Broadway Plan, a comprehensive area plan for the area within Vine St to Clark Drive and 1st Avenue to 16th Avenue, on June 22, 2022, with the plan in effect as of September 1, 2022. Council subsequently approved an update to the plan on December 12, 2024. The 30-year plan responds to the new Broadway Subway by integrating new housing stock, job opportunities and amenities within the neighbourhoods of Mount Pleasant, Fairview, and Kitsilano.

The project site is located in Uptown/Cambie North Area-A (FUCA sub-area).

The Broadway Plan expresses a primary focus on office and hotel uses for the Uptown/Cambie North District.



2.1 Zoning Context

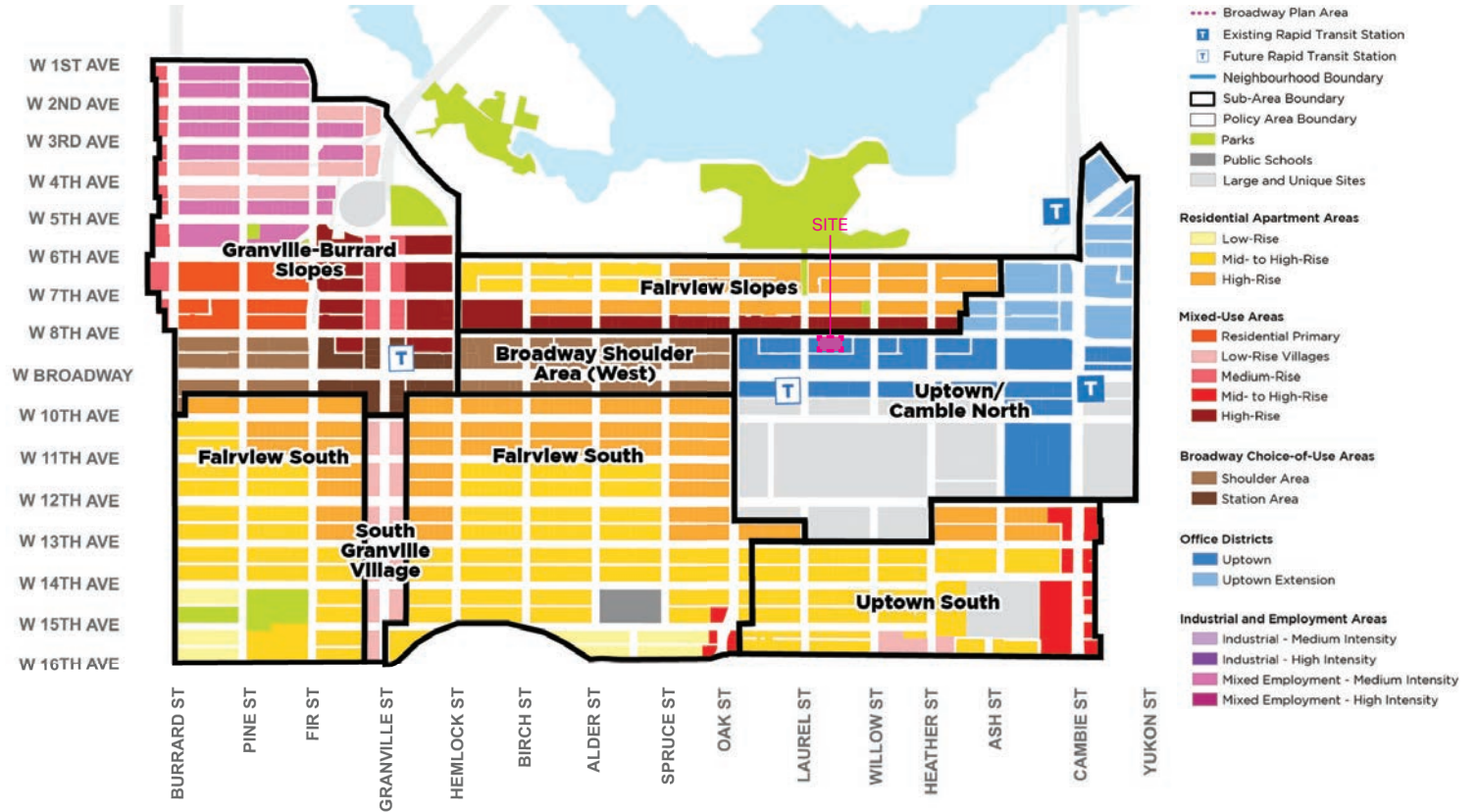
Uptown/Cambie North Neighbourhood

The site is located in a medium-density neighbourhood composed mainly of mid-rise towers and two-storey commercial retail. Just north of our site is Fairview Slopes, a primarily low-rise strata/residential District. Vancouver General Hospital is a significant landmark to the south.

Vancouver serves as a healthcare hub for British Columbia and the wider region. The Uptown/Cambie North area aims to further support the medical precinct by increasing the number of Hotel uses in the neighbourhood to bring more opportunities for short-term accommodations. Hotel uses will support VGH patients and their families requiring surgeries or long-term care beyond allowable in-hospital stay terms, as well as business travelers, visitors and tourists.

"The key plan directions for Uptown/Cambie North include:

- Increase capacity for office and hotel development.
- Strengthening Central Broadway as a major employment centre, particularly in the Uptown/ Uptown Extension area near both the Oak-VGH and Broadway-City Hall stations.
- Supporting the long-term expansion of VGH (Vancouver General Hospital) Campus and the BC Cancer Centre.
- Creating a key office location and health district in the heart of Central Broadway, Vancouver's "second downtown".



2.1 Zoning Context

Emerging Neighbourhood Developments



A | 1477 W Broadway
Approved



B | 1395 W Broadway
Application in Progress



C | 2538 Birch St
Approved



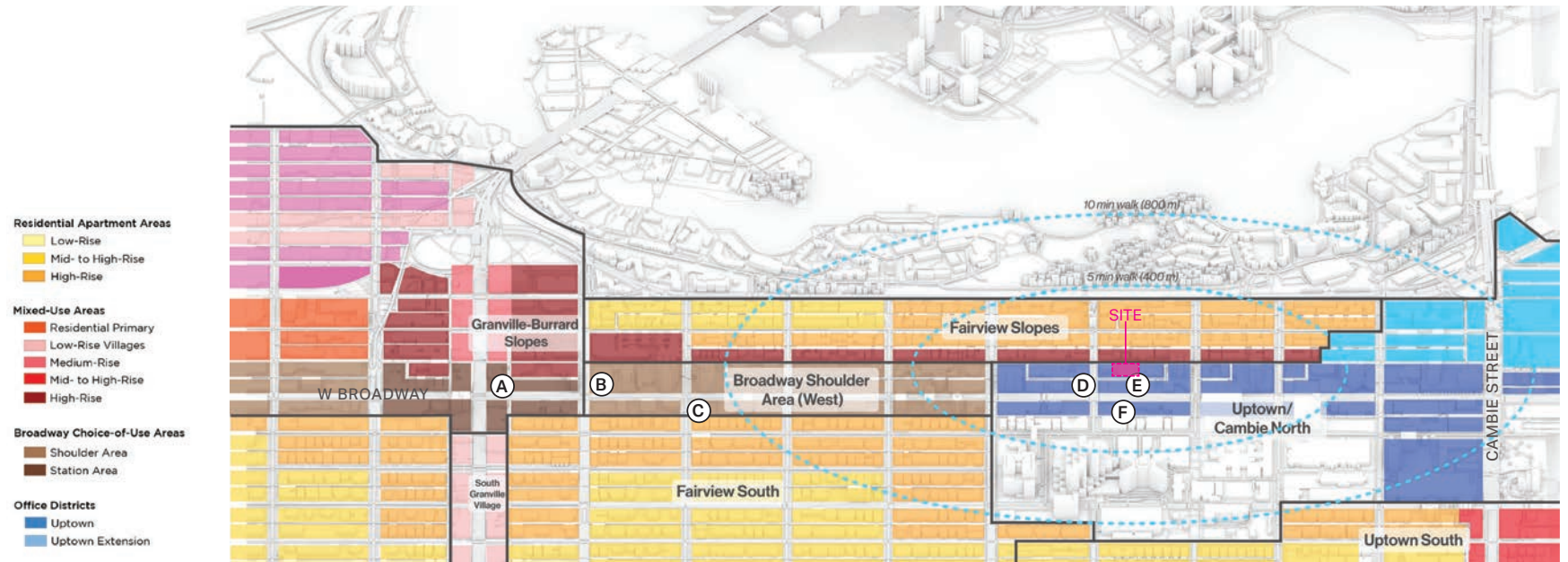
D | 901 W Broadway
Approved



E | 878-898 W Broadway
Approved



F | 855-865 W Broadway
Approved



Future Hotel & High-Rise Developments Overlay - Fairview Neighbourhood Land Use Context Map.

2.2 Policy Response

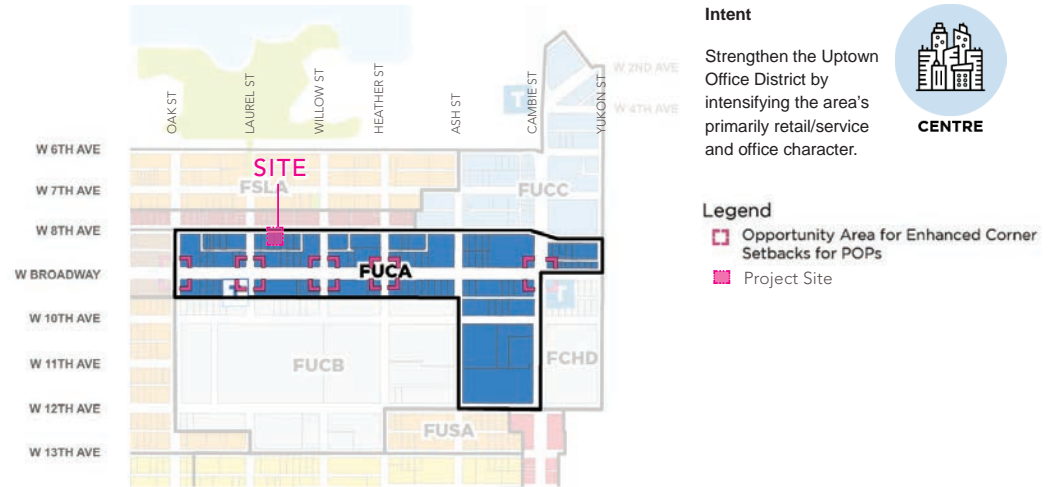
Applicable City of Vancouver Policy and Guidelines which apply to the development on this site are as follows:

- Broadway Plan (2022)
- Interim Hotel Development Policy - City of Vancouver (2019)
- View Protection Guidelines (1989, last amended July 10th, 2024)
- Employment Lands and Economy Review – Phase 2 Report: Emerging Directions for Consideration Through Vancouver Plan (2020)
- Childcare Design Guidelines (2021)
- Green Buildings Policy for Rezoning (2010, last amended Nov. 7th, 2024)
- Public Art Policy and Procedures for Rezoned Developments (2014)
- Community Amenity Contributions Policy for Rezoning (1999, last amended November 26th, 2024)
- Development Cost Levies Information Bulletin (2018, last amended Jan. 17th, 2024)
- Vancouver Development Cost Levy By-law No. 9755 (2008, last amended Dec. 10th, 2024)
- Vancouver Utilities Development Cost Levy By-law No. 12183 (2018, last amended Dec. 10th, 2024)

Uptown/Cambie North

Uptown comprises the second largest concentration of job space in the province, and is the heart of Central Broadway, Vancouver’s “second downtown”. It contains major employers such as City Hall, Vancouver General Hospital (VGH), and an abundance of health-related offices and research facilities such as the BC Cancer Centre. North of West 8th Avenue is a mix of office, mixed-use and residential developments. Uptown also includes a variety of retail, hotels and restaurants at the future nexus of two rapid transit lines – the Canada Line and the new Broadway Subway opening in 2027.

9.19 Uptown/Cambie North – Area A FUCA



FUCA Policy Summary Table

Policy Area	Uptown/Cambie North – Area A	FUCA
Uses	Retail/service, office, hotel, cultural and institutional uses	
Max Height	Can generally be considered up to 122m (400 ft.) or up to the underside of Queen Elizabeth Park View sections 3.2.1-3.2.3 (if more restrictive), except where other view cones or helicopter flight paths are more restrictive.	
Max Density	Achievable density will depend on view cone and helicopter flight path height restrictions and urban design performance.	
Notes	Primary focus on office and hotel uses.	

2.3 Hotel Context

Current predictions forecast a deficit in available hotel rooms in Vancouver for the expected demand as soon as 2026. Reference: Destination Vancouver - Economic Analysis of Hotel Supply and Projected Demand in Metro Vancouver, 2023 to 2050 (March 2023).

More hotel development is needed to meet an influx of tourists and visitors seeking-out Vancouver as both a healthcare hub, as well as a city centre to host a number of cultural, athletic and other international events. Visiting Vancouver will become even more expensive, leaving people to look elsewhere for less expensive travel options.

If unable to meet the future demands, Vancouver could face billions of dollars in losses through foregone GDP as well as billions lost in tax revenue across all three levels of government.

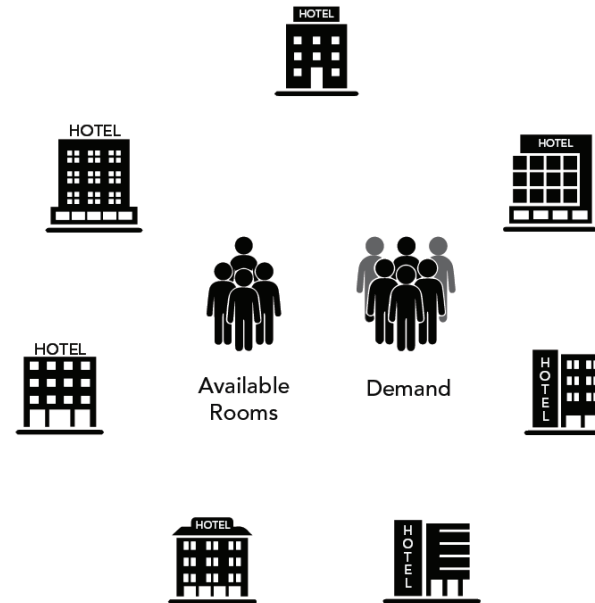
Supply & Demand

In recent years, the number of hotel rooms in Vancouver has seen a decline due to hotel closures, zoning restrictions, land economics, the COVID-19 Pandemic, conversions to residential uses, as well as competing with short-term rentals.

With Vancouver to host a number of international, cultural events, and athletic events in the coming years such as the Grey Cup, Invictus Games, the Laver Cup international tennis tournament, the 90th anniversary of the first international Alcoholics Anonymous convention, as well as partial hosting of the FIFA World cup, hotel rooms are needed to support not only these events, but the typical business traveler, those seeking advanced healthcare, and the leisure tourist as well.

Destination Vancouver released a 2023 report showing the number of hotel rooms in Vancouver dropped 12.8 per cent in the past two decades, from 15,242 rooms in 2002 to 13,290 last year. The report, developed with accounting firm MNP predicts that demand for hotel rooms in Vancouver will exceed supply by 2026 in summer months.

If further disparities between the number of tourists and available hotel rooms continue, Vancouver could face billions in lost revenue, as well as significant job losses and millions in foregone tax revenue.



Interim Hotel Development Policy (July 31st, 2018)

1.0 Application and Intent: The policy reaffirms the City’s interest that new or existing hotels will be considered as part of neighbourhood planning programs, as well as rezoning and development applications and enquiries. This policy emphasises the importance of existing and new hotel rooms in the City Core, especially downtown.

2.0 The Supply of Hotel Rooms: Create Opportunities for Hotels | Development and rezoning enquiries applications will be reviewed with consideration of this objective. Development should consider the retention or replacement of hotel rooms on the development site.

Price and Experience: Encourage a Variety of Options | Opportunities for variety in visitor experience and choice should be encouraged. This will be furthered through variety in hotel locations and price throughout the City Core and elsewhere in the city in commercially zoned districts. Variety in room choice, especially pricing, is important to enable visitor diversity, and resilient visitor growth to Vancouver.

City of Vancouver Hotel Gains and Losses January 2008 – May 2018 | Notes that in the sample decade, Vancouver’s hotel rooms saw a net loss of 1,105 rooms. Post pandemic, this loss has surpassed 3,000.



Section 3.0

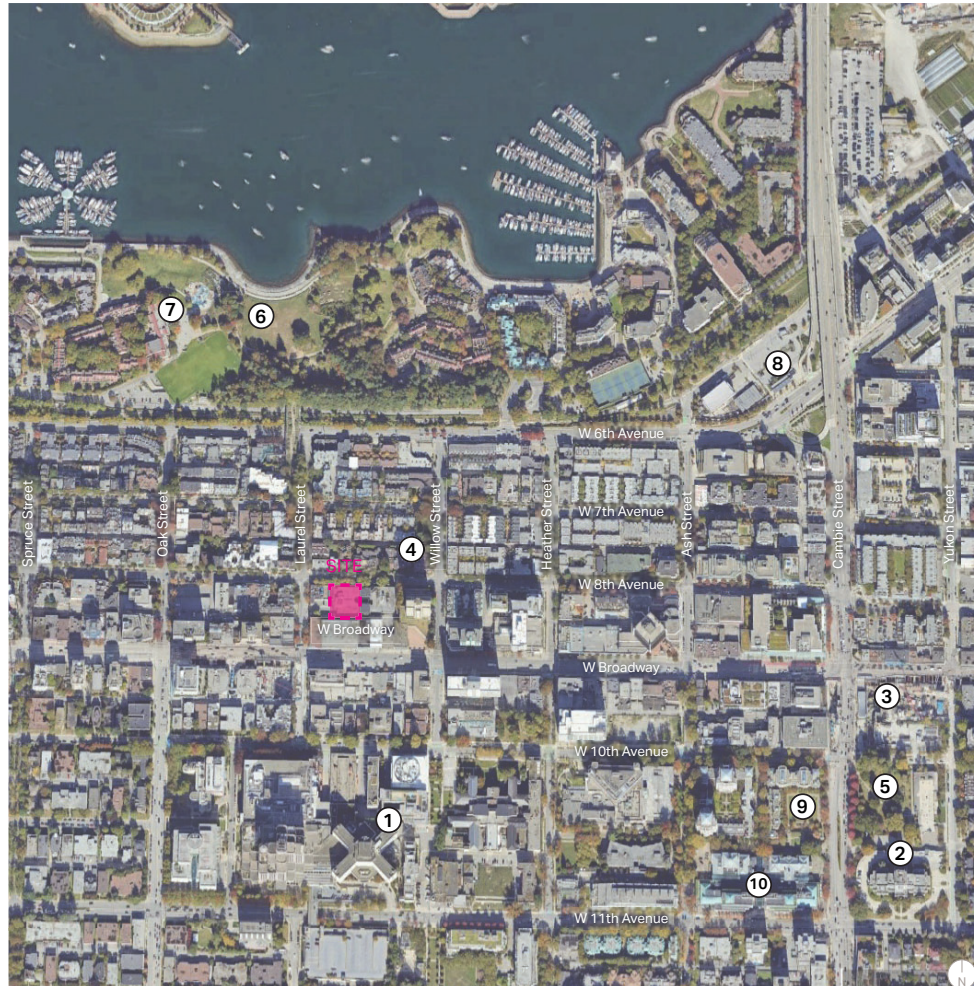
Site Analysis



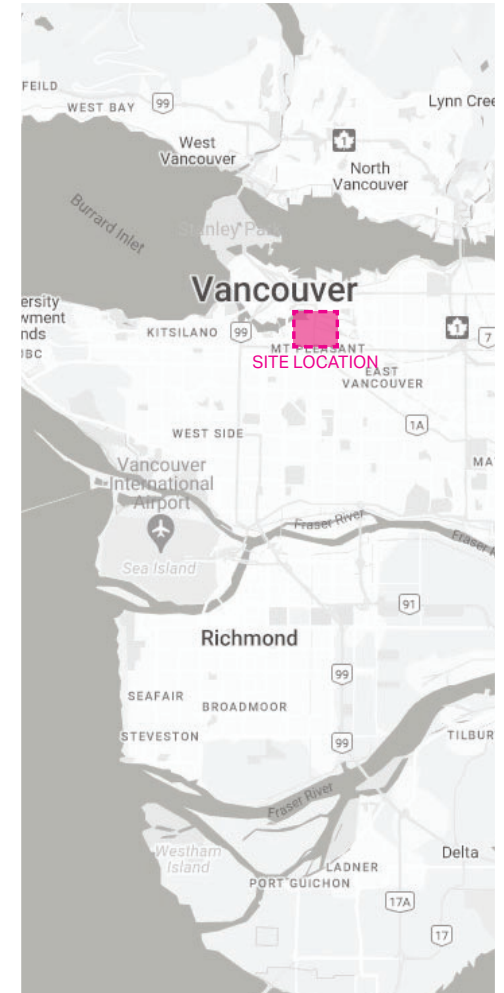
3.1 Site Context

Neighbourhood Landmarks

- ① Vancouver General Hospital
- ② Vancouver City Hall
- ③ Broadway/City Hall Skytrain Station
- ④ Willow Park
- ⑤ Vancouver City Hall Community Garden
- ⑥ Charleson Park
- ⑦ False Creek Elementary School
- ⑧ Olympic Village Station
- ⑨ Cambie Square Community Garden
- ⑩ City Square Shopping Centre



Aerial perspective rendering of Vancouver Uptown/Cambie North neighborhood including the site



Civic Address:
888 W. 8th Avenue, Vancouver BC V5Z 1E3

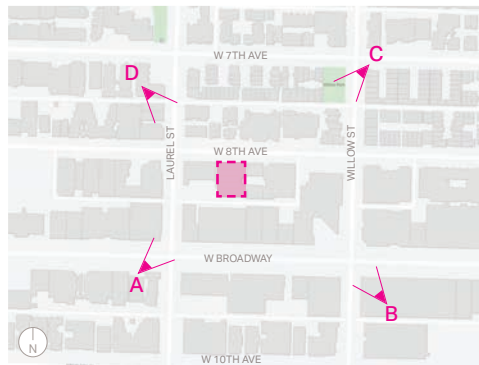
Legal Description:
LOTS 3 & 4, EXCEPT PLAN 4654, BLOCK 337, PLAN VAP590, DISTRICT LOT 526

PID:
015-189-911 (LOT 3)
015-189-783 (LOT 4)

3.2 Site Context - Aerial



A - Context Aerial View



B - West Broadway & Willow St from South East



C - 8th Avenue & Willow from North East



D - 8th Avenue & Laurel from North West

3.3 Site Photos



A. Looking West along W 8th Avenue



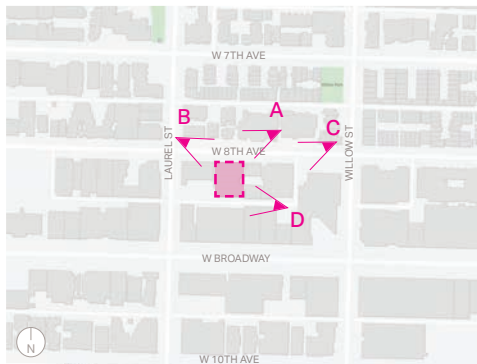
B. Looking East along W 8th Avenue



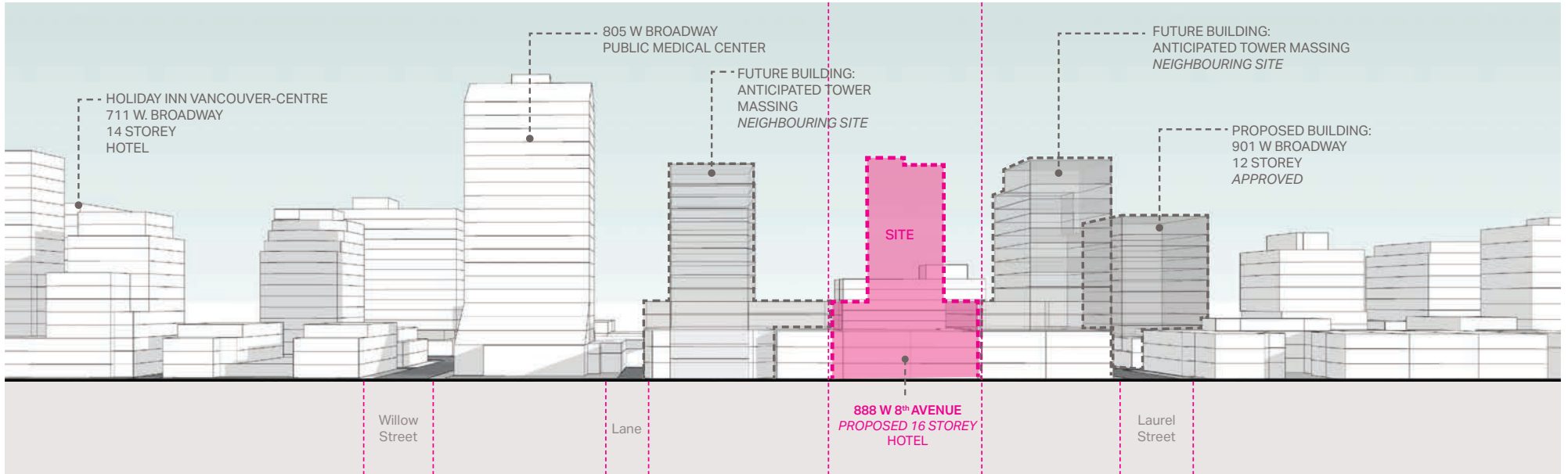
C. Looking West along W 8th Avenue & Mid-block lane connection



D. Looking west along alley



3.4 Streetscapes

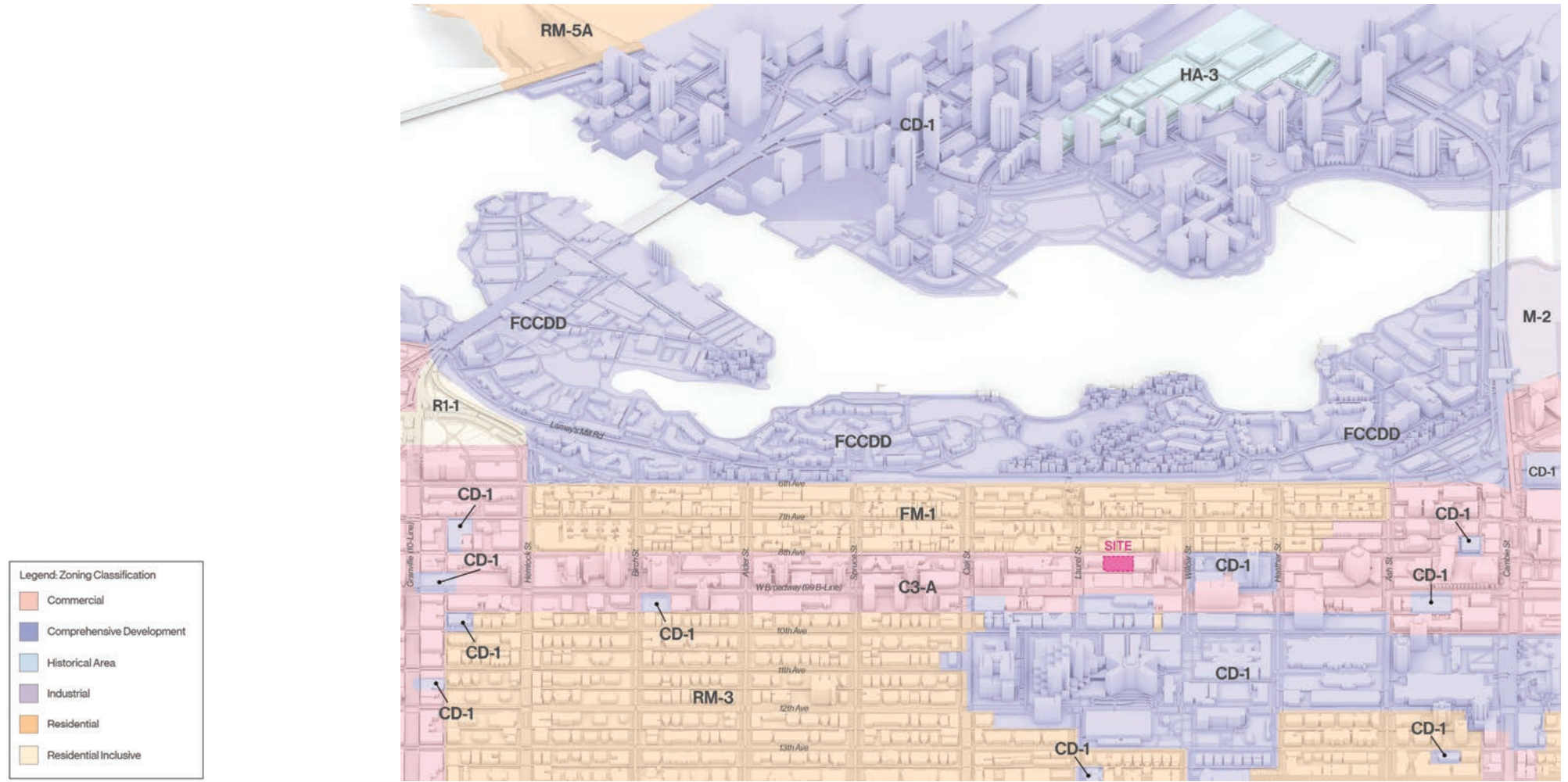


Proposed Streetscape along W. 8th Avenue



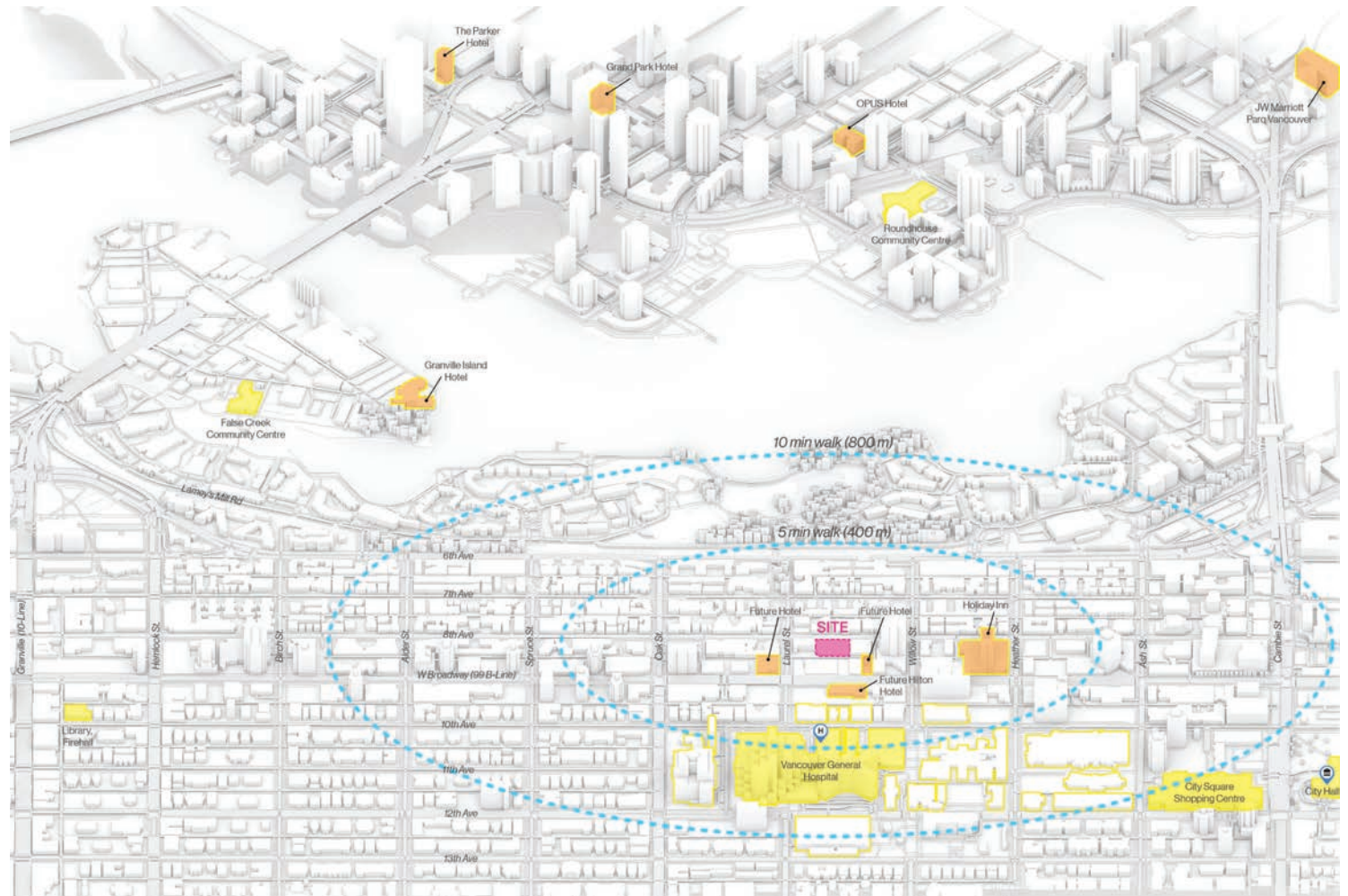
Existing Streetscape along W. 8th Avenue

3.5 Zoning Land Use



Context plan of 'Broadway Corridor' area of Fairview / False Creek Neighbourhoods

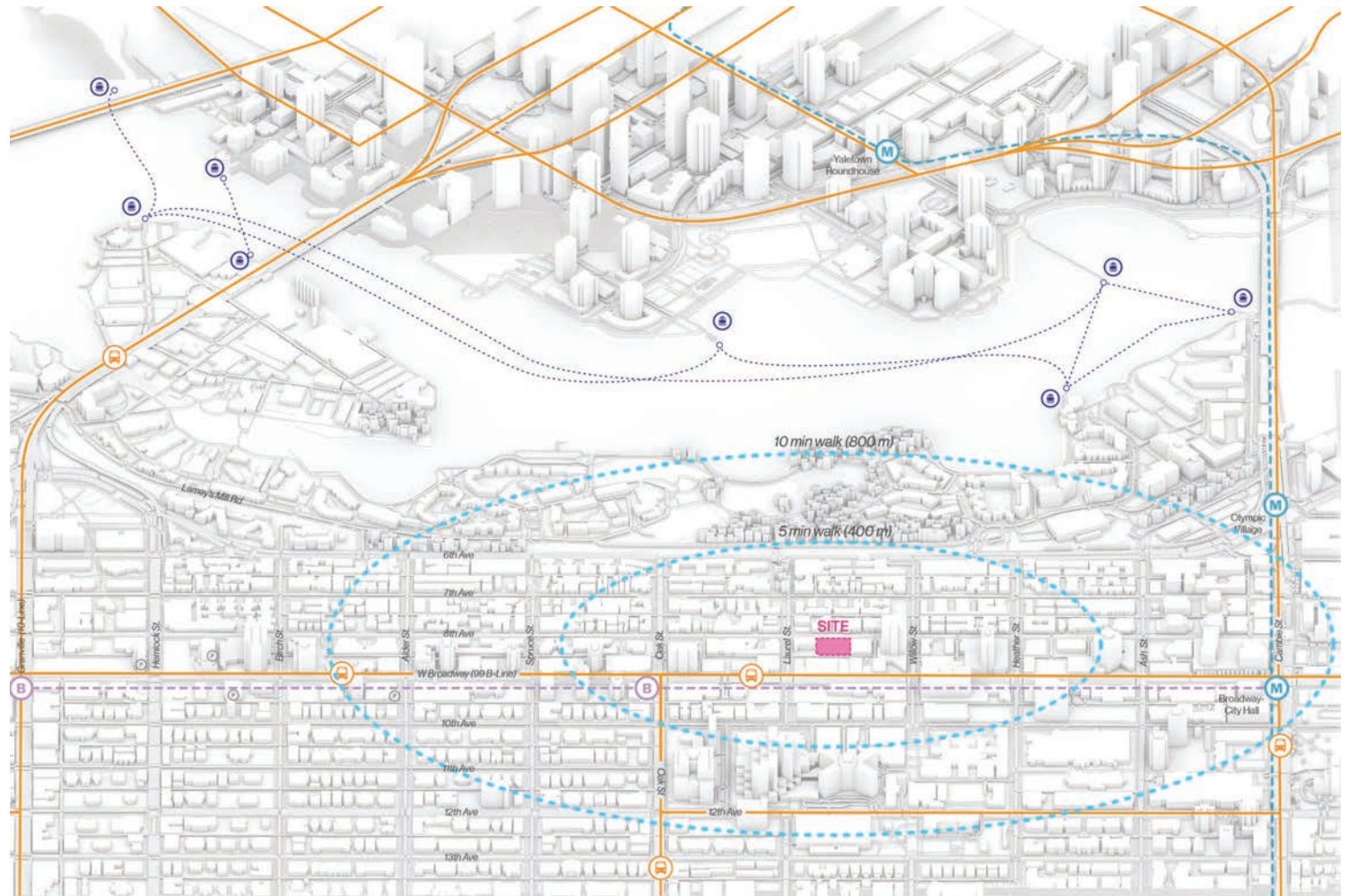
3.6 Amenities



Context plan of 'Broadway Corridor' area of Fairview / False Creek Neighbourhoods

3.7 Transit Connections

The 'Uptown/Cambie North' is centrally located to rapid transit systems, cultural, healthcare and educational institutions, and recreational opportunities. The site is serviced by several major bus routes along Broadway, the 99 B-Line, and several major bus routes along Cambie Street, Oak Street and W 6th Avenue. It will also be within a 5-minute walk to the new Oak-VGH station of the planned Broadway extension of the Millennium Line.



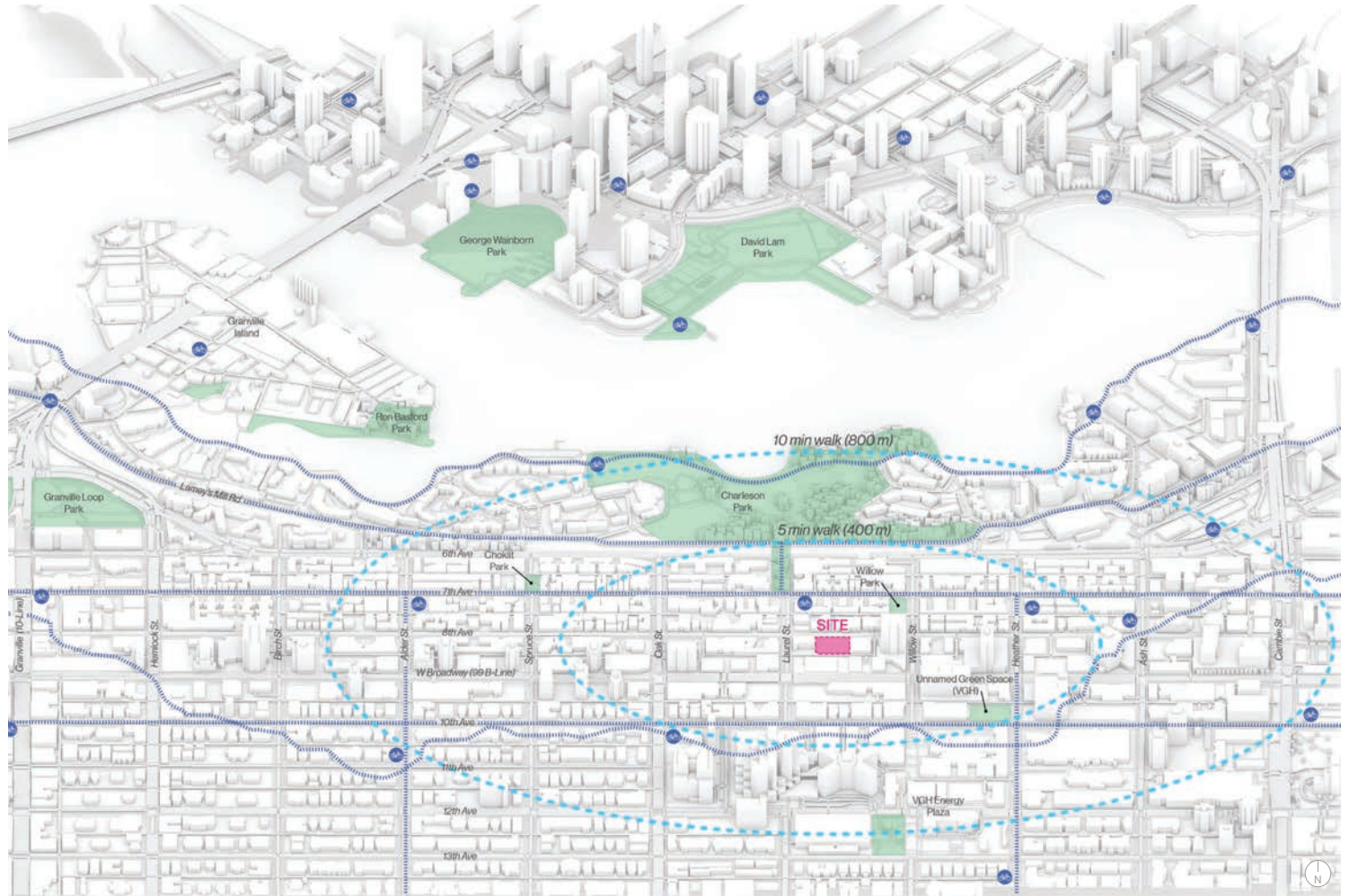
Context plan of 'Broadway Corridor' area of Fairview / False Creek Neighbourhoods

Legend: Parks & Bicycle

-  Bus Route
-  Aqua Bus
-  Skytrain: Millennium Line
-  Skytrain: Broadway Line (Future)

3.8 Bicycle Connections and Parks

The site is conveniently located in very close proximity to three major designated cycling routes: the east-west routes along 7th avenue and 10th avenue, and the north-south route along Alder Street. In addition, a Mobi bike share is located within one block on Laurel Street along 7th Avenue.



Context plan of 'Broadway Corridor' area of Fairview / False Creek Neighbourhoods



Section 4.0

Design Response



4.1 Form of Development

The proposed development has been carefully considered to achieve a high standard of architectural design with an engaging pedestrian-oriented ground level experience. The five-storey podium peels-back gradually to reveal the main tower form touching the ground, which spills-out toward the east. The entire ground plane experience is cradled by a series of overhangs, recesses & canopies of varying proportion & texture that lead visitors to a pronounced main hotel entrance, as well as a separate bar/lounge program with adjacent outdoor patio area.

The proposed development responds to the Broadway Plan’s “primary focus on hotel uses” (9.19.1), while also supporting “increased opportunities for new nightlife venues.”(9.19.3). The application will increase the availability & diversity of hotel options in the Uptown/ Cambie North area – with emphasis on providing much needed variety of room choices to those requiring services within the healthcare hub surrounding VGH.

The narrow tower form is defined by prescriptive side-yard setbacks of 25’-0” (7.62m), resulting in a tower width of only 50’-0” (15.24m) in width. The tower forms the anchor of the massing, with its articulation extending from grade to roof parapet. To add interest and reduce bulk, pronounced gold-coloured volumes create visual contrast, breaking-up & softening the building’s presence. These volumes are articulated with references to the chamfered concrete details of the existing brutalist building, providing a visual cue connecting the new with the old. The detailing and articulation, along with the existing street trees and enhanced on-site landscape design achieve a human scale for the sidewalk experience.

Current Zoning: C3-A
Proposed Zoning: CD-1
Proposed Uses: Hotel, Bar/Lounge
Proposed Density: 8.14 FSR (Max Allowable 8.5)
Proposed Height: 174’-9” (53.264m)
Number of Storeys: 16

Buildings Setbacks:

North (Front)	12.2m (40’-0”)	(from € of road)
East (Side)	L1-L5: 0.0m (0’-0”) Tower: 7.6m (25’-0”)	
South (Rear)	L1-L5: 0.61m (2’-0”) Dedication Tower: 6.1m (20’-0”)	(Rear Tower Setbacks from € of lane) note**:
West (Side)	L1-L5: 0.0m (0’-0”) Tower: 7.6m (25’-0”)	



W 8th Avenue Streetscape Overview

4.2 Site + Frontage

The site is located in the Fairview neighbourhood under the Uptown/Cambie North (FUCA) policy of the Broadway Plan. The site is 1,087.1 m² (11,701.45 sf) in area with an allowable density of 3.0 FSR or 35,101 SF (3,261 m²) under the current C-3A zoning, and is located on the South side of West 8th Avenue between Laurel Street and Willow Street. The site has a frontage of 100 ft (30.48m) which complies with the minimum site frontage for consideration as a tower development under the Broadway Plan. The site depth is 117'-0" (35.66m) and is serviced by a rear lane along the South of the property. A 2'-0" (0.6m) dedication along the rear lane leaves an effective site depth of 115'-0" (35.0m). There is a significant slope down from the lane to W 8th Avenue of between 15'-4" (4.68m) and 16'-8" (5.09m).



W 8th Avenue Pedestrian Realm Elevation

4.3 Tower Separation

Tower separation minimums are generally in accordance with Section 11.1.7. of the Broadway Plan, allowing for a minimum of 50'-0" (15.2m) separation between tower developments of commercial to commercial use. Residential tower separation requirements are not applicable to the Uptown/Cambie North – Area A (FUCA) as residential is not an approved use in this zone.

Setbacks are provided in accordance with staff advice received in the Letter of Enquiry response at 25'-0" (7.62m) for side-yards, and 40'-0" (12.2m) to the centre-line of W. 8th avenue for levels located above 60'-0" (18.3m) in height. A rear-yard setback of 20'-0" (6.1m) to the centre-line of the lane is proposed, which would still allow for a future tower of 100'-0" depth to be developed across the lane fronting onto W Broadway while achieving a minimum of 50'-0" tower separation for-which only commercial uses are permitted.

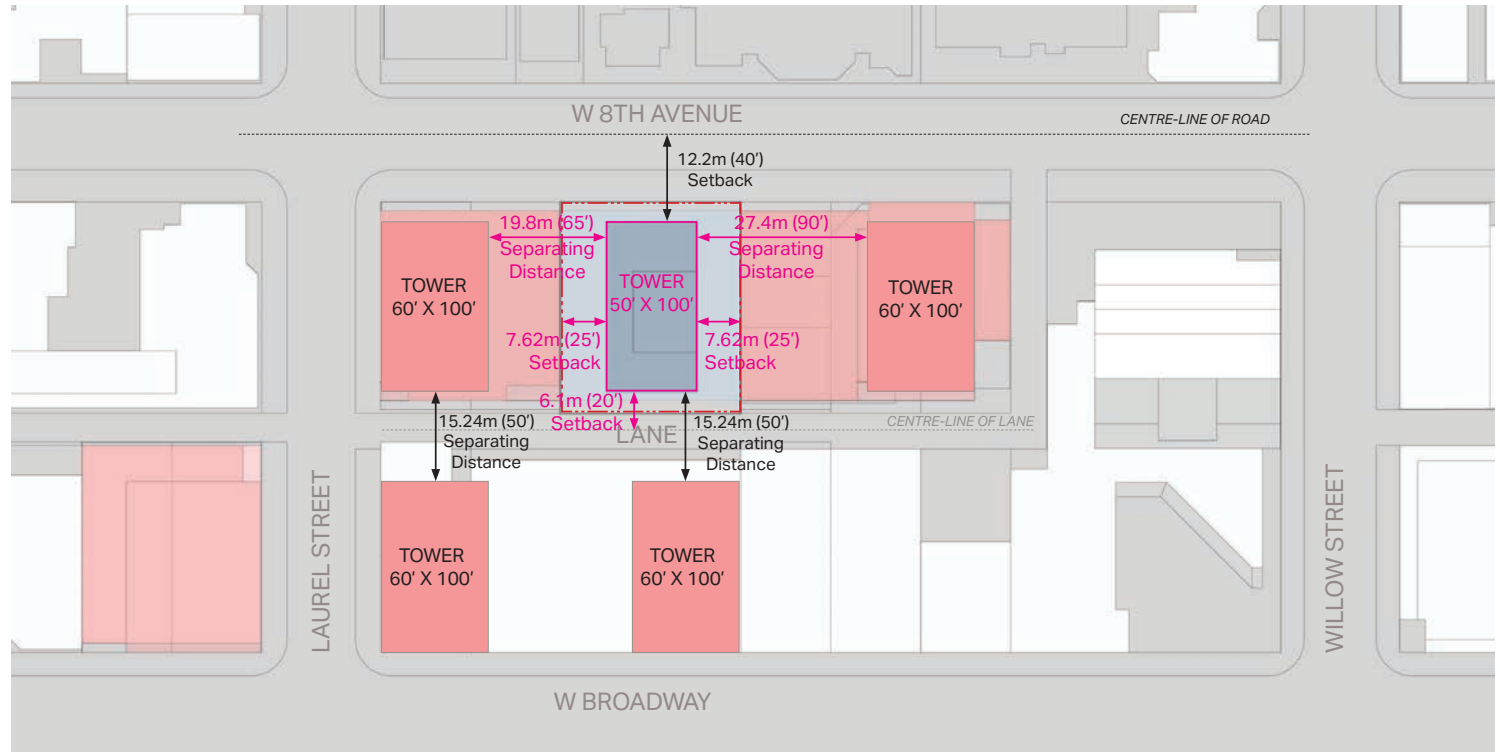
- Neighbouring Site (West): 50'-0" / 15.2 m (Commercial-Commercial)
- Neighbouring Site (East): 50'-0" / 15.2 m (Commercial-Commercial)
- Neighbouring Site (South): 50'-0" / 15.2 m (Commercial-Commercial)

Rear Yard Setback Relaxation:

This proposal is requesting a relaxation of rear-yard setback requirements on the basis of:

- Minimum Tower Floor Plate size for project financial viability. (See Section 4.4) - Tower Floor Plate)
- Site hardships related to separating distances to future towers. (refer to Section 4.3 text above)

- Required Rear Setback: 7.62m (25'-0") from ϵ of lane
- Proposed Rear Setback: 6.10m (20'-0") from ϵ of lane



Tower Separation Drawing

LEGEND

- Proposed Development
- Potential Future Development

4.4 Tower Floor Plate

The proposed tower floor plate sizes are a direct response to the setbacks imposed by planning: 25'-0" (7.6m) from both side-yards, 40'-0" (12.2m) from centre-line of W. 8th Ave to the north face of the tower, and the applicant proposed rear-yard setback relaxation of 20'-0" (6.1m) from centre-line of lane to south face of tower. These setbacks have been assigned to the development in order to maintain privacy, overlook, and access to daylight and views towards adjacent existing developments, as well as future potential tower developments. As a result, the tower has a typical floor plate size of 4,901SF (455 m²). This achieves an average tower floor plate efficiency of 78% which is the minimum to achieve project financial viability.

The implications of tower setbacks on the core, in conjunction with structural & seismic elevator requirements have considerable impact on minimum space requirements at parkade levels - effectively fixing the core to one location. At tower levels, a rear yard setback of 20'-0" (6.1m) from centre-line of lane allows for minimum viable unit depths for south-facing hotel suites at tower levels.



Aerial Perspective of the Hotel Outdoor Amenity Deck (L6)

4.5 Height

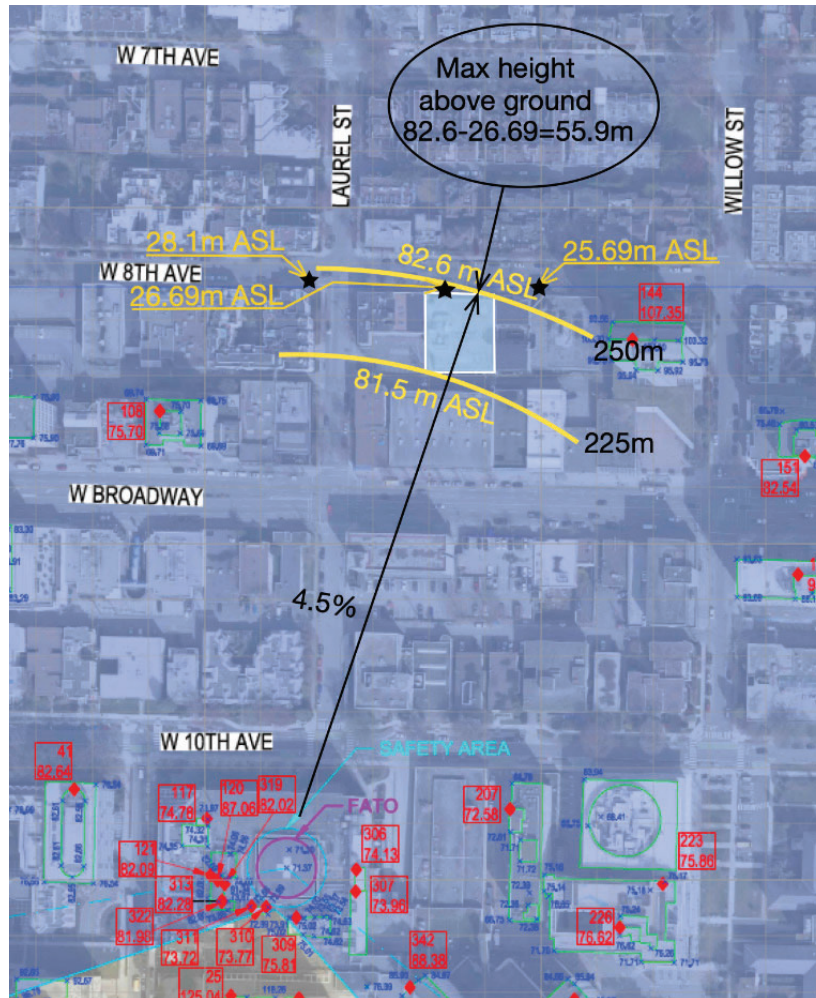
The proposed development contains a total of 16 storeys of hotel programming, including a five-storey podium which responds to the neighbourhood context, creating a more appropriately scaled streetscape interface. The main floor contains the hotel lobby including supporting food service amenities, a bar/lounge area, and back-of-house support / mechanical spaces. The second floor, at grade with the lane, contains hotel suites and back-of-house support / mechanical spaces. The remaining 3 levels of podium contain guest suites overlooking interior courtyards that provide access to daylight to adjacent suites. A tower form rises above the podium for 11 floors to an overall height of 167'-6" (51.05m) at the tower roof parapet, with a maximum height rising to 174'-9" (53.264m) at top of elevator overrun..

Height Restrictions Summary:

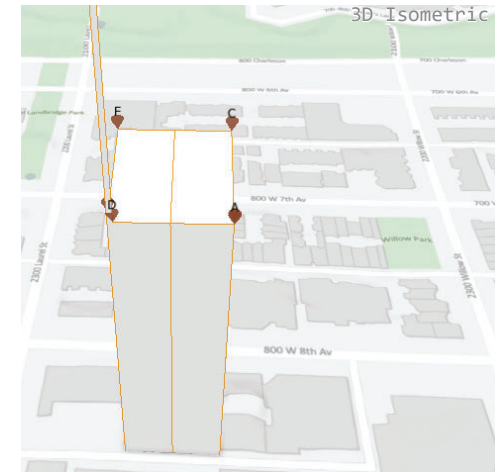
Our site falls under the VGH Helicopter Flight Path.

Our site also falls under the Queen Elizabeth View Cone 3.2.1, restricting maximum height to 339'-10" (103.59m) from grade.

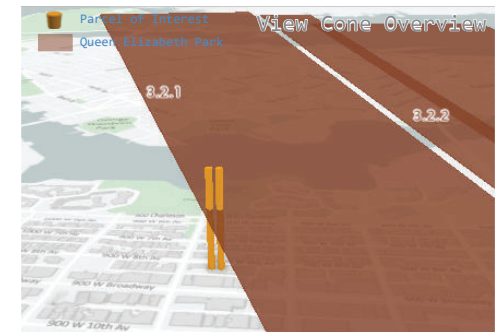
As set by the city's Letter of Enquiry Response for this development, "the maximum permitted height is set by the most restrictive of the underside of Protected Public View 3.2.1-3.2.3 OR the VGH helicopter flight path". The maximum height for this site is therefore set by the VGH helicopter flight path.



Vancouver General Hospital Helicopter Flight Path as pertaining to subject site.



View Cone Building Height Limit: 3.2.1 Queen Elizabeth Park



label	Geodetic Height (m)	Height from grade (m)	View Lat	Long
A	134.71	103.59	3.2.1	49.263851 -123.123199
B	134.71	103.59	3.2.1	49.263859 -123.123199
C	134.84	108.49	3.2.1	49.264172 -123.123184
D	134.74	102.4	3.2.1	49.263859 -123.123596
E	134.75	102.83	3.2.1	49.263893 -123.123611
F	134.88	107.6	3.2.1	49.264179 -123.123604

View Cone Building Height Limit: 3.2.1 Queen Elizabeth Park

4.6 Density

The proposed development is aligned with the FUCA Policy for Uptown/Cambie North - Area A for density, which indicates 'the achievable density will depend on view cone and helicopter flight path height restrictions and urban design performance'. (*Broadway Plan 2022, 9.19.1*)

The project FSR is 8.14.



Aerial Perspective from North-West corner

4.7 Massing

The proposed building design attempts to create a sympathetic yet dynamic architectural response, which is contextual, contemporary, and efficient.

From first principles, this begins with breaking-up the podium to reduce the street wall effect that a 5-storey mass at ground level creates. Two large volumes are carved-out of the podium mass; the eastern 'block', a three-storey volume, protrudes beyond the tower, while the western 'block' tucks-in, allowing the architectural expression to be unique and independent of the surrounding tower. This breaks up an otherwise relentless 100' frontage into 3 distinct pieces that improve the perceived building scale at-grade to feel more akin to the height of its neighbors. Street level building frontage is gradually recessed & jogged as one moves west to further soften the building's presence for pedestrians, while also accommodating canopies for enhanced weather protection.

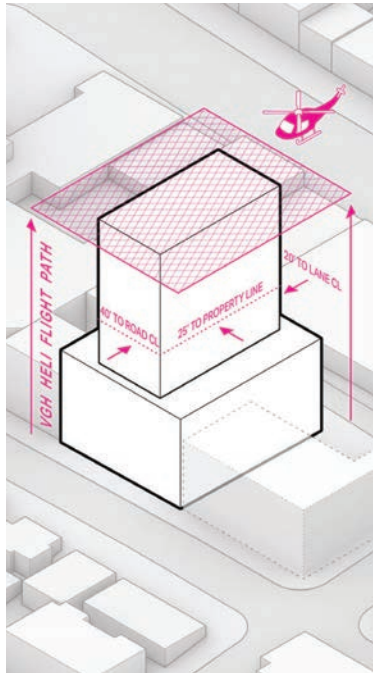
The main entrance makes use of the more refined materials used on the podium to announce the primary hotel entry.

The tower form is defined by a vertical mass that rises from grade, partially concealed at the podium levels, to the rooftop area above the 16th floor hotel suites. The east & west tower faces align with the inner walls of two courtyard notches spanning levels 3-5. The material expression of the north face continues down the podium to meet the ground level & main entrance. This creates a continuous tower expression spilling-out along 8th Avenue in an effort to avoid the common architectural response of having the tower 'crash' into the podium.

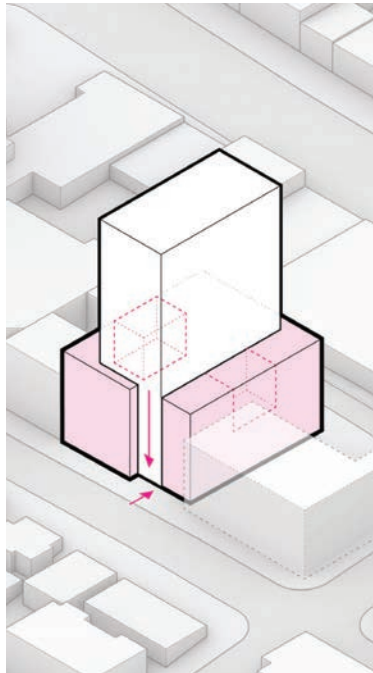


W 8th Avenue Streetscape Elevation

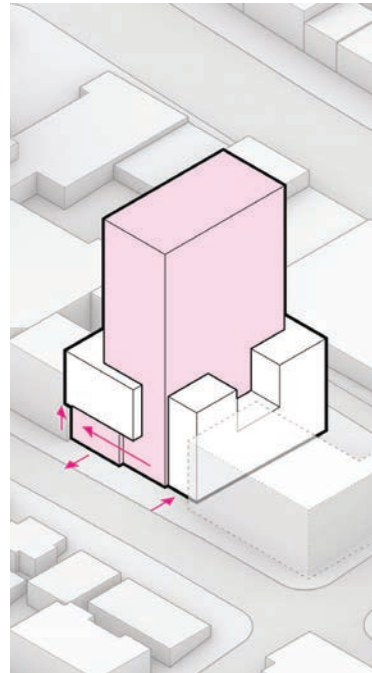
4.7 Massing



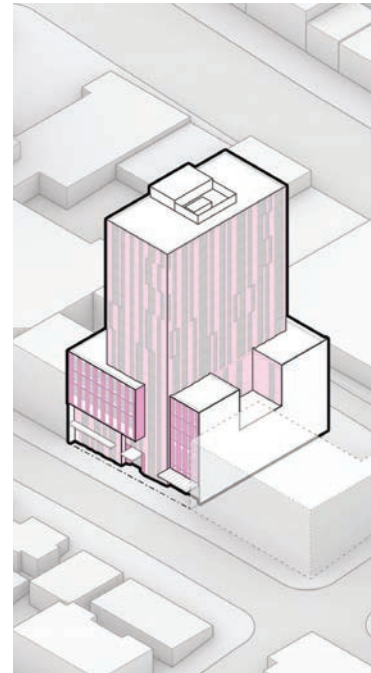
① Massing - Tower + 5-storey Podium



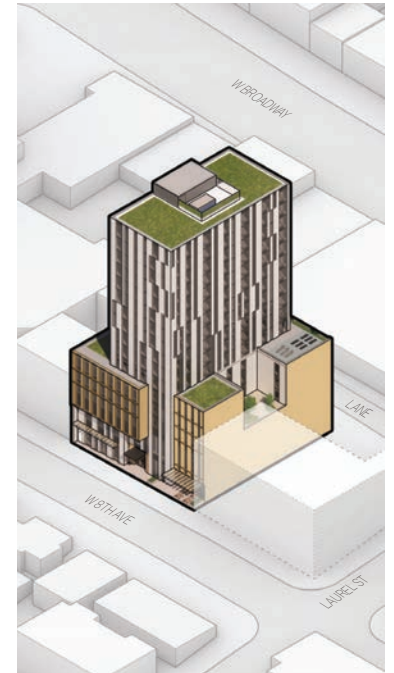
② Massing - Podium articulation



③ Massing - Tower and ground connection



④ Articulate cladding + glazing



⑤ Final massing

4.8 Site Design + Public Realm

One of the guiding principles for the Broadway Plan is to "Foster a Robust and Diverse Economy" and to "Recognize and Enhance the Area's Distinctive Neighbourhoods and Places". The Broadway Plan also outlines Directions for Centres (6.1) which seeks to bring new opportunities for commercial development (e.g. office or hotel) by maintaining Uptown as job space only. With the proximity to Broadway and the car-centric nature of W. 8th Avenue in this area, there is opportunity to provide local business and hotel options, while simultaneously transforming the existing sidewalk experience into one that better accommodates the everyday pedestrian.

Four primary elements of a Great Street are:

- **Safety** – physical protection and cultural safety for all users
- **Comfort** – physical experience and ease
- **Legibility** – easy navigation
- **Enjoyment** – delightful experience

Improved and enhanced streetscapes are an important element of the public realm, providing opportunities for improving pedestrian engagement & intrigue. The proposal endeavors to enhance the public realm through an expansion of the sidewalk experience and increased commercial connectivity.

The building's ground level frontage along 8th Avenue is set back to provide expansion of the sidewalk and is further recessed at the hotel lobby to articulate the main building entry. This undulation of built form at grade creates visual interest, a hierarchy of space, and assists in pedestrian wayfinding and legibility. The ground floor programming also varies across the site, with corresponding changes to the articulation of glazing to reflect the various program contained within: the bar/lobby contains extensive floor to canopy glazing with operable glazed doors to allow the expansion of the space onto the patio during warmer months; the hotel lobby glazing is composed of a cadence of solid and transparent, revealing smaller glimpses of the activities within while creating a sense of enclosure and privacy from without. The main hotel entry articulation is clean, simple and contains design cues taken from other elements of the architectural design.



W 8th Avenue Streetscape looking West towards main hotel entry and bar

4.8 Site Design + Public Realm

The site frontage also contains mature deciduous street trees which further help create a sense of scale and enclosure, as well as creating a territorial buffer between the vehicular traffic and the overall pedestrian experience.

The pedestrian experience is further enhanced via a series of canopies which provide weather protection during inclement weather, while also adding a sense of enclosure.

Interface with the Public Realm has been designed in alignment with section 11.8. of the Broadway plan including:

11.8.15

Reinforce the near view and emphasize proportions at the scale of the pedestrian with intrinsically high-quality materials, detailing and clear visual access from exterior to interior spaces.

11.8.22

Thoughtful articulation of grade changes along Broadway and around corners is necessary. Deploy grade change devices such as patios, planting, ramps and stairs in ways that ensure universal accessibility and support functionality.

11.8.23

Landscape design should seek to improve legibility of uses at ground level. This may include delineation of office entries from retail through use of paving, planting and furnishings.

Setbacks

Setbacks aim to accommodate Broadway as a Great Street. This includes active uses, patios, and lots of people moving on the ground level as well as public amenities such as boulevard patios, planting, seating and large street trees.

11.8.9

Enhanced setbacks on north-south streets would be strongly encouraged to support patios and open space, views to the North Shore Mountains, and solar access to the public realm.

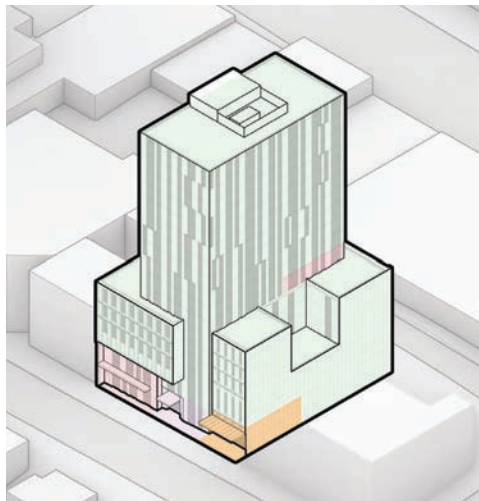


W 8th Avenue Streetscape looking South East towards Main Hotel Lobby

4.9 Hotel Program

In response to the increased pressure on the limited hotel room availability in Vancouver with respect to demand (current and projected), the proposed building increases the supply of short & long-term hotel rooms with an offering of 152 hotel suites across 15 floors. Providing hotel program in this location supports the Broadway plan's emphasis on Central Broadway as Vancouver's 'second downtown', entertainment & nightlife to the East, and the VGH healthcare hub to the South. Proximity to Broadway will bring added tourism & activity to local retail that will benefit the broader community.

The hotel unit mix is approximately 43% studios (one bed king), 26% studios (two bed queen), 21% 1-bed king units, and 10% accessible suites. The hotel program provides a well-balanced range of unit types & sub types. All units will have basic kitchen/cooking appliances to support mid-to-long-term stay.



ENTRANCE BAR AMENITY HOTEL



Street View looking South-West

4.10 Bar/Lounge Program

In a rapidly densifying transit-oriented district, the project proposes a bar/lounge for use by the public & hotel guests on the 1st floor along W. 8th Avenue. This added nightlife/entertainment component will help to meet FUCA policy for supporting "increased opportunities for new music, entertainment and nightlife venues" (Broadway Plan 9.19.3).

The preliminary design of the bar provides approximately 1,393 sf (129 m²) of interior space, and 240 SF (22.2 m²) of covered outdoor patio space. The location of the bar patio along W. 8th Avenue creates a reprieve and break from the heavy traffic, noise & visual distractions on Broadway; it will provide opportunities for socializing and conversation outdoors, activating the ground-level experience while providing opportunities to access commercial uses at the street level. The design of the bar/lounge considers site suitability, pedestrian access from W 8th Avenue, and accessibility for wheeled equipment, including wheelchairs.



Perspective of bar patio at grade

4.11 Hotel Amenities

The proposed building includes multiple indoor amenities and outdoor spaces for hotel guests. These amenities are designed to enhance livability, wellness, and community within the building, offering a variety of activities suitable for long-term hotel stay, including eating, socializing, fitness, and enjoyment of nature & views.

At level one, hotel guests enjoy a wide mix of amenities including a community lounge/entertainment space, a flex seating / food service area, and front desk including concierge and valet service. Also adjacent to guest-only amenities is a public bar/lounge accessible directly from the hotel lobby.

The 6th floor & podium roof deck offers amenity spaces which support a variety of activities for hotel guests. Interior spaces include flexible meeting / work spaces as well as a fitness facility with a contiguous exterior deck dedicated to stretching, rest, and fitness classes when available. An exterior patio area features lounge seating areas with firepits, and breathtaking views of the North Shore Mountains and the downtown Vancouver skyline.



6th floor hotel rooftop amenity area at South-East corner



6th floor hotel rooftop amenity area at South-West corner

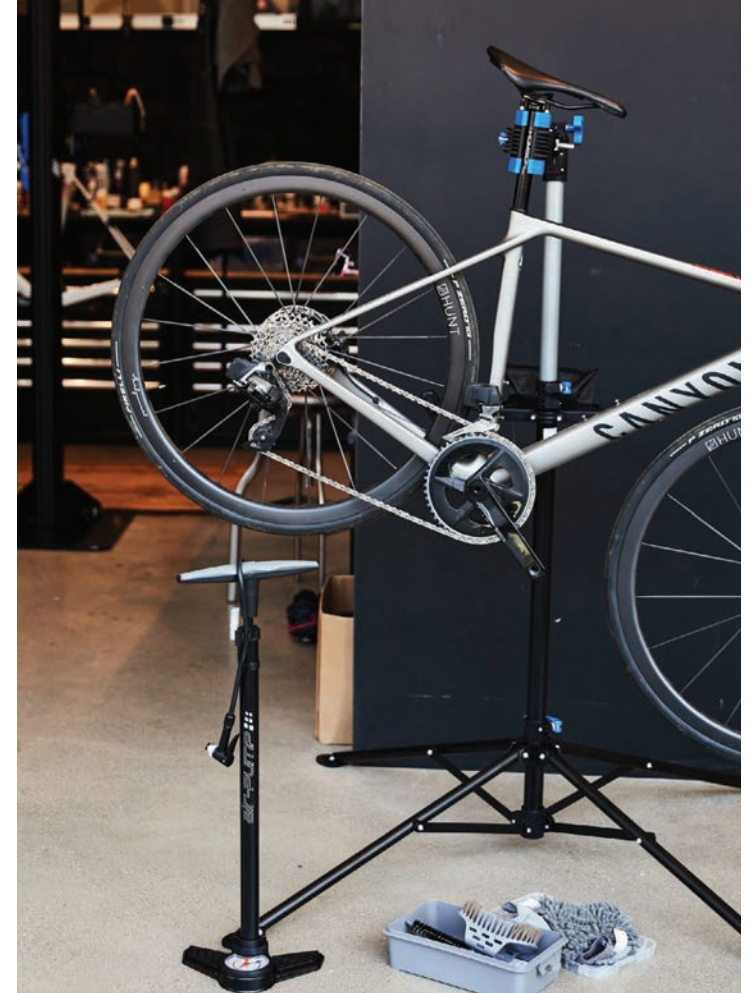


6th floor hotel rooftop amenity area at South-East corner

4.12 Parking, Loading + Bicycles

Guest vehicle parking is provided via valet service only, and is contained within 1 level of underground parking, optimized via the use of a vertical car stacking system, providing a total of 53 stalls. All parking is managed by a hotel valet service for the convenience of guests, and due to the operational logistics of the systems. This strategy optimizes the parking on site, and provides a higher level of service, safety, and convenience for guests while reducing volume of traffic in the lane.

Hotel bicycle parking (class A) is located at the lower ground floor level and is accessed via service elevator from the lane. A total of 9 class A bicycle stalls are provided, including a combination of oversized and horizontal bike lockers. A total of 6 class B bicycle stalls, for all building uses, are located at grade, in convenient, well-lit locations along the W. 8th Avenue frontage.



4.12 Parking, Loading + Bicycles

Variances:

This proposal is requesting three variances from the City of Vancouver Parking By-law 6059 on the basis of site hardships, operational requirements, and existing on-street entitlements. These variances are briefly summarized as follows:

1. Reduction of required Class A Passenger stalls (per 7.2.5.2.) from three (3) to zero (0).
2. Reduction of required Accessible Parking Spaces (per 4.1.4.) from five (5) to one (1).
3. Reduction of required Class C Passenger stalls (per 7.2.5.2) from one (1) to zero (0)

The valet service is proposed to include the 'grandfathering' in, and potential expansion of, the currently designated on-street loading area along W. 8th Avenue, directly adjacent the site. This would allow guests to temporarily park along W. 8th Avenue, unload, and proceed directly to the hotel lobby for check-in, while the valet drives the car to the lane and utilizes the car elevators to access the below grade parking. The operational efficiency, safety, accessibility, and security of this approach means:

- Guests with disabilities / mobility impairments would exit their vehicle at the curb, and have direct access to the hotel lobby.
- Guests are not navigating to the rear of the building (lane) to locate the parkade entry without knowledge of the neighbourhood or valid access credentials (typically provided at check-in), resulting in lane congestion, mitigation of safety and security issues.
- Guests who are not familiar with the approach, clearances, operational logistics, or exiting alignments do not operate the car elevators, only experienced and trained hotel / valet employees.
- Limited lane frontage is not occupied by multiple accessible stalls or passenger stalls as in traditional developments, thereby increasing efficiency of land use with the valet / car elevator system.

note: A separate memo outlining these variances with supporting rationale has been submitted alongside this proposal.



Sample Sectional Diagram

Sample image for stacked parking system in underground parkade

4.13 Sustainable Design Strategy

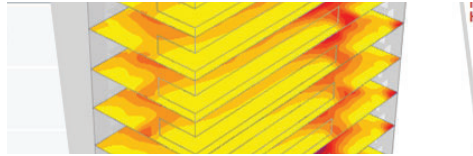
Energy Efficiency and Rainwater Management

Our proposal will pursue the goals set out in the 'Broadway Plan's Sustainability and Resilience policies' and 'Broadway Plan One Water policies'. These policies are supported by the 'city wide strategies and policies' outlined in 'the Broadway Plan'.

- Climate Emergency Action Plan (2020)
- Rain City Strategy (2019)
- Resilient Vancouver (2019)
- Climate Change Adaption Strategy (2023)
- Zero Emissions Building Plan (2016)
- Neighborhood Energy Strategy (2012)
- Healthy Waters Plan (2020)
- Greenest City Action Plan (2020)

Energy Performance Limits

A preliminary energy model has been conducted to identify building design parameters required to be in compliance with the performance limits for residential buildings with retail.



Airtightness Testing

Whole building and suite airtightness testing and reporting is required for this building.



Enhanced Commissioning

An enhanced commissioning process is required for all building energy systems.



Life Cycle Analysis / Embodied Emissions

Preliminary embodied emissions calculations for all major building materials have been conducted based on the preliminary design.



Direct Ventilation

The building's ventilation system will provide outdoor air directly to all occupiable spaces, in the quantities defined by code.



Low Emitting Materials

All interior finishes will be selected to minimize volatile organic compounds and added urea formaldehyde to improve the indoor environmental quality.



Indoor Air Quality Testing

Prior to occupancy, testing for formaldehyde, particulates, ozone, volatile organic compounds and carbon monoxide will be conducted.



Integrated Rainwater Management

The project Integrated Rainwater Management Plan includes green and grey infrastructure measures considered appropriate for the building type, design, project location, and surrounding area.



4.14 Crime Prevention Through Environmental Design (CPTED)

Natural Access Control

Non-physical or 'psychological barriers' can be used to keep unauthorized persons out of a particular place if they do not have a legitimate reason for being there. These barriers appear in the form of clearly identifiable lobby entrances and public streetscapes which are well lit and transparent, with signage, special paving patterns, and landscaped features, which announce the 'uniqueness' of an area. In addition, all parking levels will be access controlled, and residential visitor and commercial parking will exit directly to the exterior of buildings at well-lit public areas.

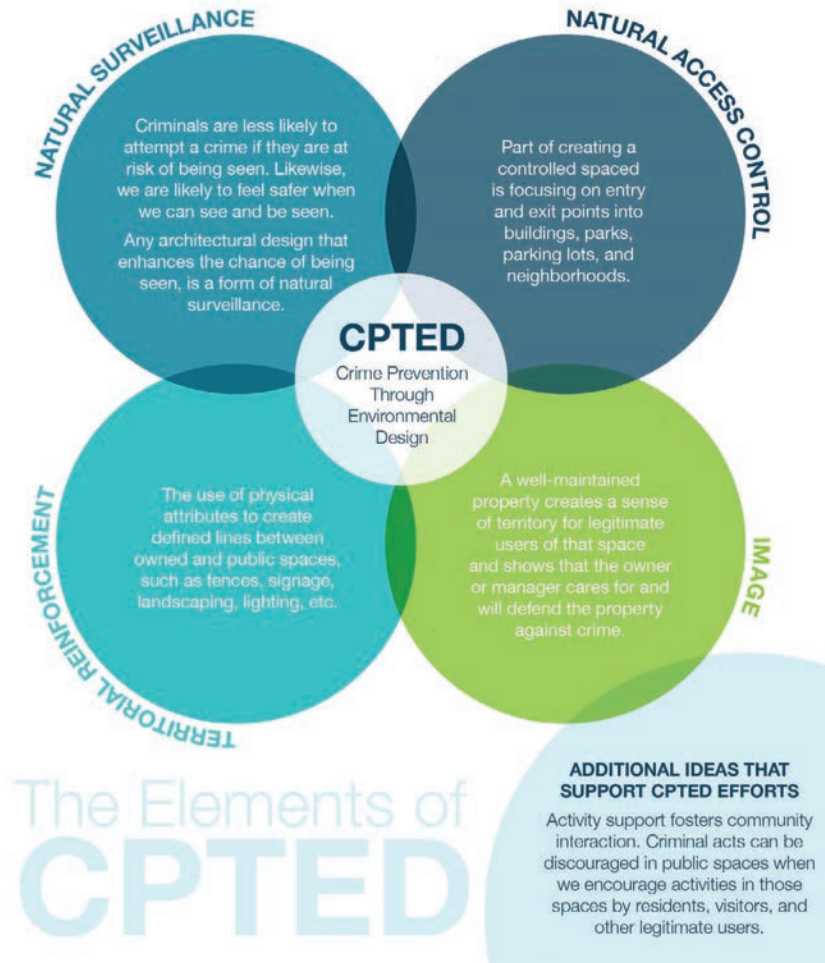
Natural Surveillance

Surveillance or the placing of 'eyes on the street' increases the perceived risk to offenders in that criminals do not want to be observed. The public realm has clear sight lines, from both the ground floor commercial units, residential lobby, and shared office / daycare lobby, and from the street, ensuring surveillance is open, transparent, and accessible. In addition, the mixed-use nature of the development includes various sized commercial units, office, daycare, and residential program providing the opportunity for activation through-out the day + night. Residential dwellings also overlook all 4 sides of the site, providing clear sight lines to the sidewalk and lane.

Concealed routes and entrapment areas are all but eliminated as the recesses along W Broadway are directly surveilled, and sufficiently minimized along the lane.

Natural Territorial Reinforcement

Territorial reinforcement can be seen to work when a space, by its clear legibility, transparency, and directness, discourages potential offenders because of users' familiarity with each other and the surroundings. A highly glazed, well-lit lobby entrance & street frontage experience framed by landscaping and unique paving textures, clearly establishes a boundary between public and private realms. Seating is provided in public areas to encourage gathering and oriented towards observation of main residential and commercial entrances.





Section 5.0

Architectural Drawings



5.1 Project Statistics

DEVELOPMENT SUMMARY			
	ALLOWED	PROPOSED	COMMENTS
BUILDING HEIGHT	30'-0" (9.2m)	167'-6" (51.054m)	At top of parapet
# OF STORIES	4	16	
SETBACKS			At levels above 60'-0" (18.3m) in height
W 8TH AVENUE	40'-0" (12.2m)	40'-0" (12.2m)	From center of 8th Avenue
WEST PROPERTY LINE	25'-0" (7.6m)	25'-0" (7.6m)	From center of laneway
LANE	25'-0" (7.6m)	20'-0" (6.1m)	From center of laneway - Request Relaxation
EAST PROPERTY LINE	25'-0" (7.6m)	25'-0" (7.6m)	From center of laneway

888 W 8TH AVENUE PROGRAMMING SUMMARY							
SITE AREA	AREA (GROSS)	CIRCULATION	AREA (LEASABLE)	EXCLUSIONS	AREA (NET)	FSR	COMMENTS
	11,701 SF					1.00	1087.1 m ²
HOTEL							
Ground Floor (Lobby)	11,266 SF	3,127 SF	8,139 SF	2,715 SF	8,551 SF		Refer to FSR Plans
2nd Floor	7,800 SF	2,378 SF	5,422 SF	2,626 SF	5,174 SF		Refer to FSR Plans
3rd Floor	9,187 SF	1,934 SF	7,253 SF	0 SF	9,187 SF		78.9% EFFICIENCY
4th Floor	9,187 SF	1,934 SF	7,253 SF	0 SF	9,187 SF		78.9% EFFICIENCY
5th Floor	9,187 SF	1,934 SF	7,253 SF	0 SF	9,187 SF		78.9% EFFICIENCY
6th Floor	4,901 SF	1,174 SF	3,727 SF	0 SF	4,901 SF		78.0% EFFICIENCY
7th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
8th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
9th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
10th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
11th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
12th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
13th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
14th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
15th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
16th Floor	4,901 SF	1,072 SF	3,829 SF	0 SF	4,901 SF		78.1% EFFICIENCY
ROOF	0 SF				0 SF		
HOTEL SUB-TOTAL	100,538 SF	23,201 SF	77,337 SF	5,341 SF	95,197 SF	8.14	
	9,340.3 m ²	2,155.4 m ²	7,184.8 m ²	496.2 m ²	8,844.1 m ²		
	AREA (GROSS)		EXCLUSIONS	AREA (NET)	FSR		
TOTAL (GBA)	100,538 SF			5,341 SF	95,197 SF	8.14	
	9,340.3 m ²			496.2 m ²	8,844.1 m ²		

HOTEL UNIT SUMMARY						
ROOM TYPE	DESCRIPTION	AREA	NO. OF ROOMS	TOTAL AREA	% PROVIDED	
STUDIO KING	1X KING BED	322 SF	59	18,998 SF	32.74%	
STUDIO KING NARROW	1X KING BED	353 SF	17	6,001 SF	10.34%	
STUDIO QUEEN	2X QUEEN BEDS	405 SF	0	0 SF	0.00%	
STUDIO QUEEN NARROW	2X QUEEN BEDS	393 SF	38	14,934 SF	25.74%	
1 BED KING	CORNER STANDARD	500 SF	25	12,500 SF	21.54%	
ACCESSIBLE SUITE	MICRO SUITE	430 SF	13	5,590 SF	9.63%	
UNIT TOTALS			152	58,023 SF	100.00%	

LOADING							
	BYLAW	REQUIRED	PROVIDED				
	5.2.2	CLASS A	CLASS B	CLASS C	CLASS A	CLASS B	CLASS C
HOTEL (@ 152 UNITS)							
1 Space for min. 150 Units	152 Units	1/150 Units	1	-	-	1	-
2 Spaces for 75-399 Units	152 Units	1/399 Units	-	2	-	2	-
HOTEL Loading Required			1	2	1	2	
TOTAL			1	2	1	2	

LOADING							
	BYLAW	REQUIRED	PROVIDED				
	5.2.2	CLASS A	CLASS B	CLASS C	CLASS A	CLASS B	CLASS C
HOTEL (@ 152 UNITS)							
1 Space for min. 150 Units	152 Units	1/150 Units	1	-	-	1	-
2 Spaces for 75-399 Units	152 Units	1/399 Units	-	2	-	2	-
HOTEL Loading Required			1	2	1	2	
TOTAL			1	2	1	2	

BICYCLE				
	BYLAW	REQUIRED	PROVIDED	
	6.2.5.2	CLASS A	CLASS B	CLASS A
HOTEL (@ 152 UNITS)				
1 Space per 30 Units	152 Units	1/30 Units	5	9
6 Spaces if > 75 Units	152 Units	>75 Units	-	6
HOTEL Bike Stalls Required			5	6
TOTAL			5	6
HORIZONTAL CLASS A				
	No Req.	N/A		0
VERTICAL CLASS A				
	Max. 30%	MAX 1.5		0
STACKED CLASS A				
	Max. 60%	MAX 3.0		0
LOCKER				
	Min. 10%	MIN 0.5		8
OVERSIZED				
	Min. 5%	MIN 0.3		1
TOTAL		5.0		9

PASSENGER						
	BYLAW	REQUIRED	PROVIDED			
	7.2.5.2	CLASS A	CLASS B	CLASS C	CLASS A	CLASS B
HOTEL (@ 152 UNITS)						
1 Space per 50 Units	152 Units	1/50 Units	3	-	0*	-
1 Space per 200 Units	152 Units	1/200 Units	-	-	1	0
HOTEL Passenger Stalls Required			3	1	0*	0
TOTAL			3	1	0*	0

* Class A Passenger accommodated via (existing) curbside loading / drop-off along 8th Avenue

END OF TRIP FACILITIES						
	BYLAW	REQUIRED	PROVIDED			
	6.5.4	W/C	W/BASIN	SHOWERS	W/C	W/BASIN
HOTEL (@ 5 CLASS A BIKE SPACES)						
2 per 4-29 Class A Spaces	5 Spaces	< 4 Spaces	2	2	2	1
HOTEL End-of-Trip Required			2	2	2	1
TOTAL			2	2	2	1

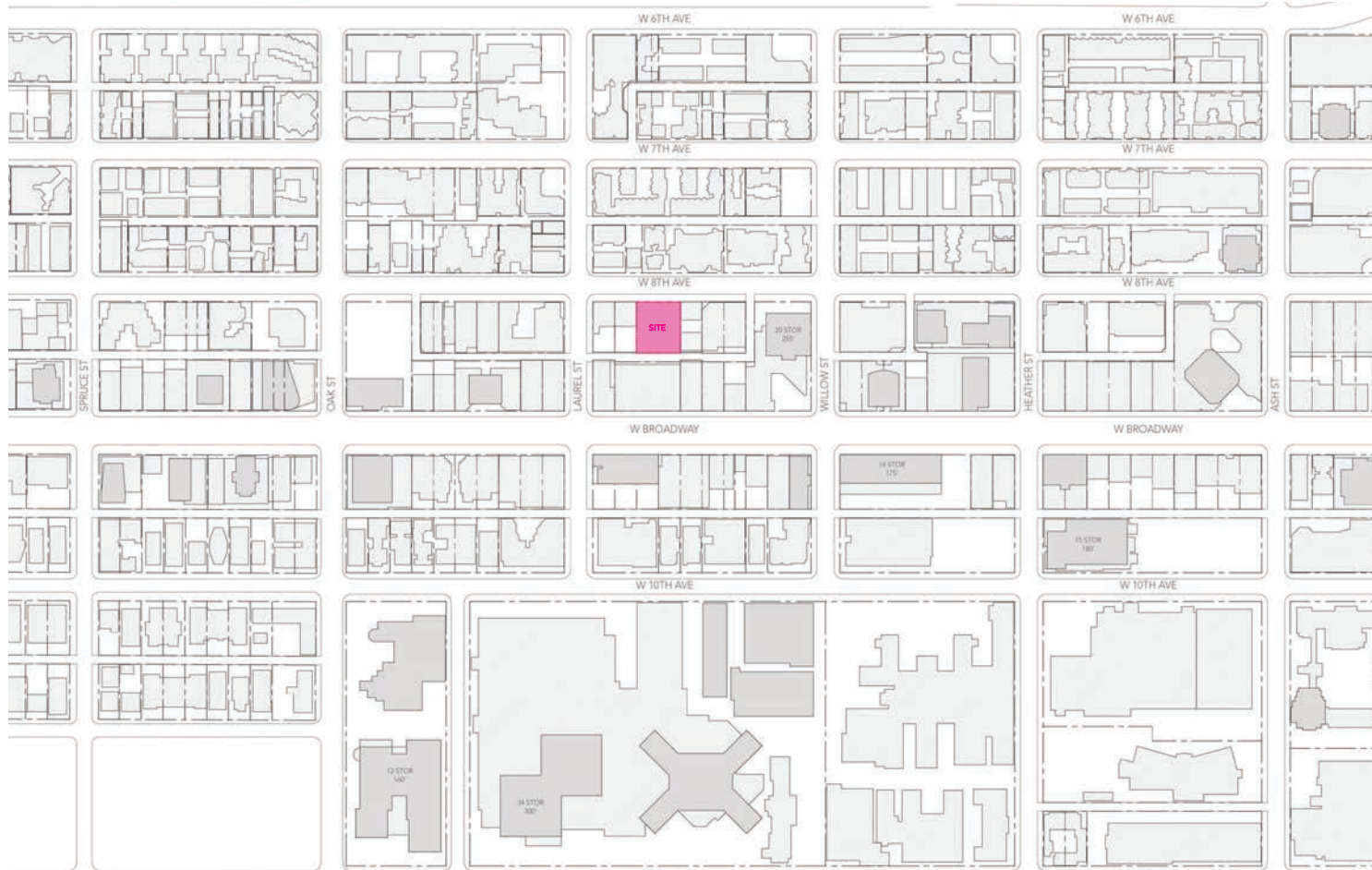
PARKING SUMMARY				
PARKING REQUIRED				
HOTEL (@ 152 UNITS)	HOTEL (@ 9,340 m ²)	BY-LAW REFERENCE	MAX. PERMITTED	PROVIDED
Hotel Gross Area	9,340 m ²	4.2.5	1/115m ²	81.2
Hotel Parking Required				53
TOTAL PARKING ALLOWED			81	81

PARKING BYLAW COMPARISON TABLE											
Land Use	Parking			Disability Parking		Visitor Parking		Class A Bike		Class B Bike	
	Max.	Pro	Req	Pro	Req	Pro	Req	Pro	Req	Pro	
Hotel	81.0	53	5	5 ^a	0	0	5	9	6	6	
Total	81	53	5	5^a	0	0	5	9	6	6	
Land Use	Class A Loading		Class B Loading		Class A Passenger		Class B Passenger		Class C Passenger		
	Req	Pro	Req	Pro	Req	Pro	Req	Pro	Req	Pro	
Hotel	1	1	2	2	3	3 ^b	0	0	1	0	
Total	1	1	2	2	3	3^b	0	0	1	0	

^a One accessible stall (van) provided at lane; four accessible stalls, parked by valet attendants, located anywhere at P1 parking level

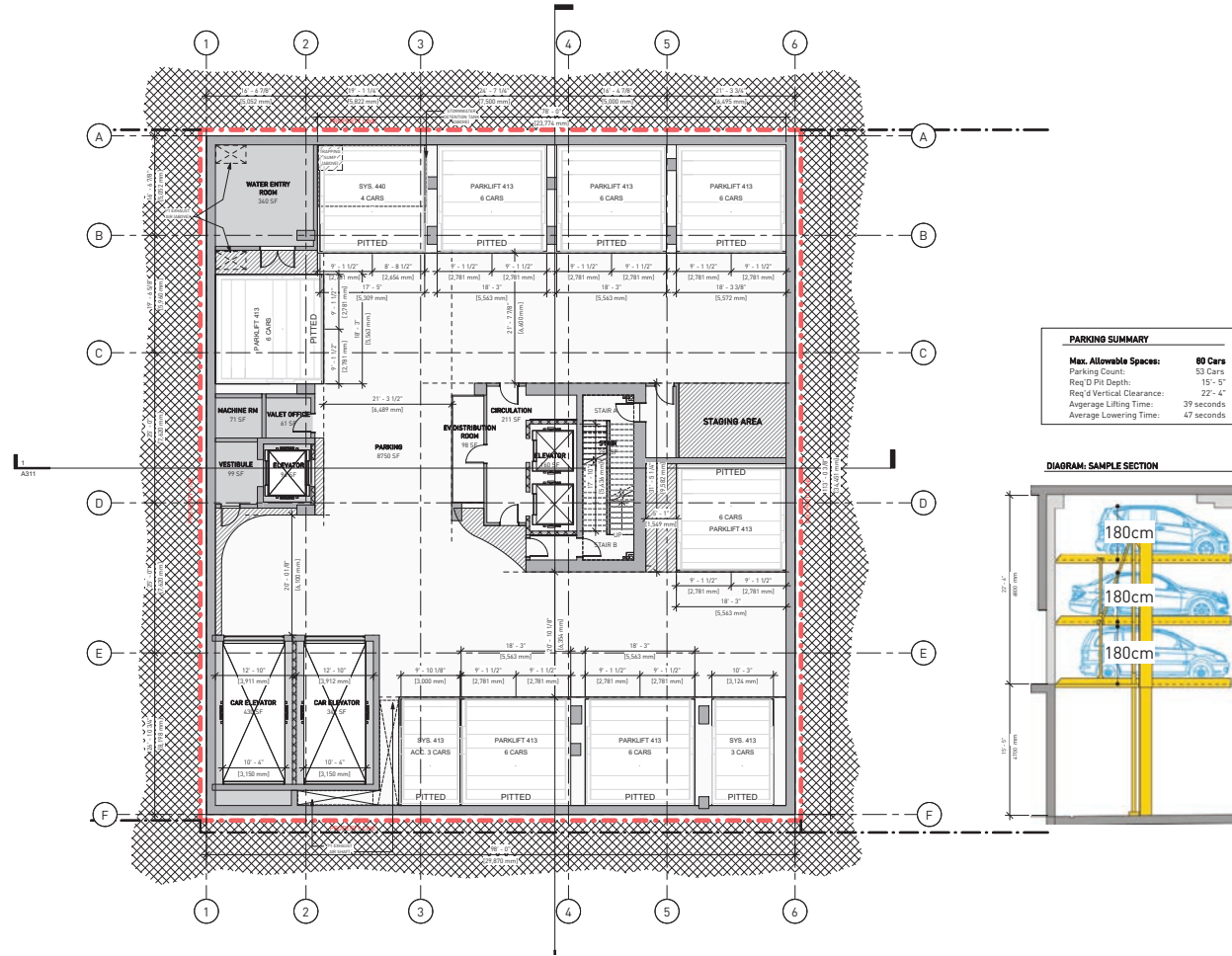
^b Class A Passenger accommodated via (existing) curbside loading / drop-off along 8th Avenue

5.2 Context Plan



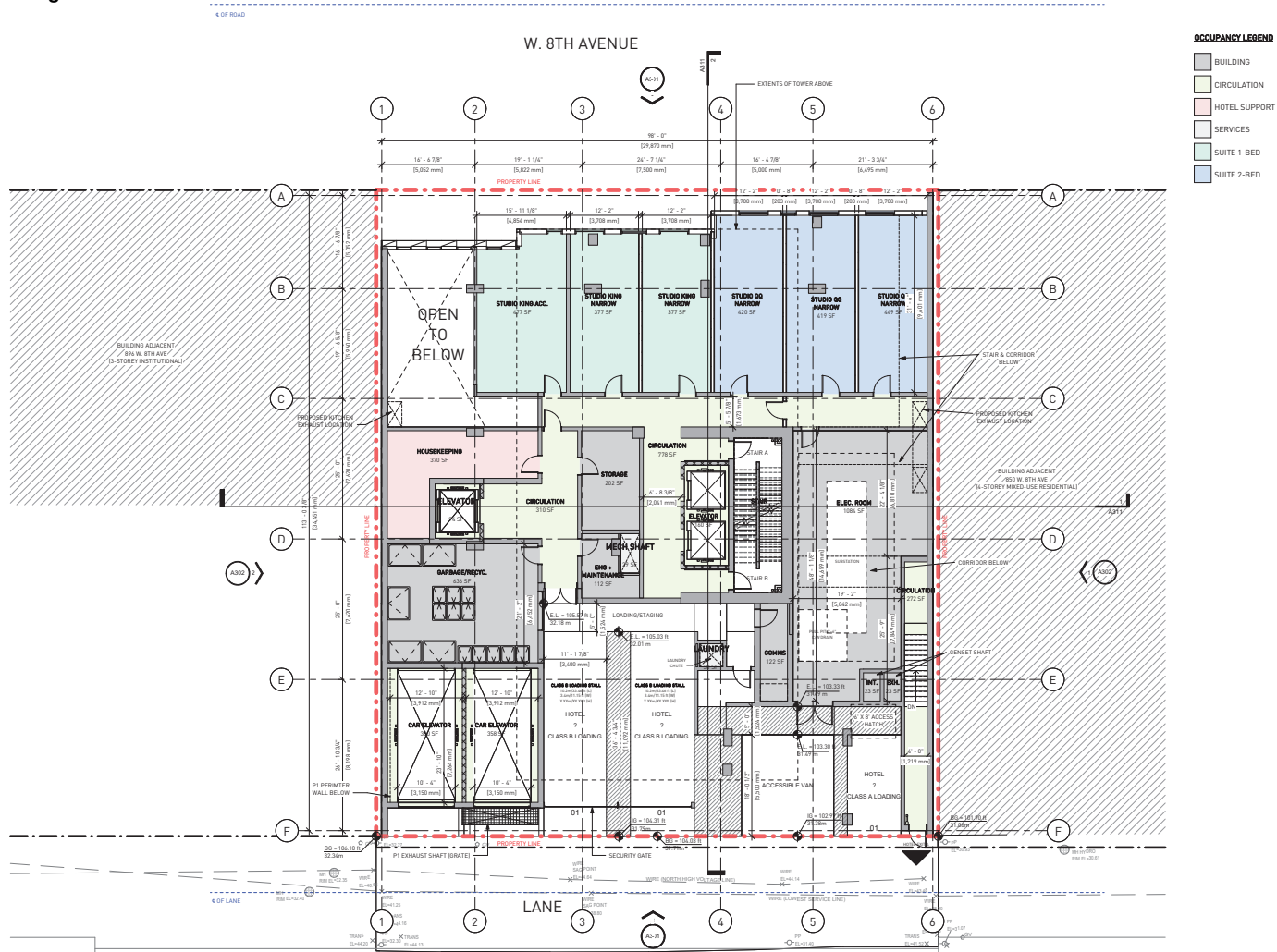
5.4 Floor Plans

Parking P1



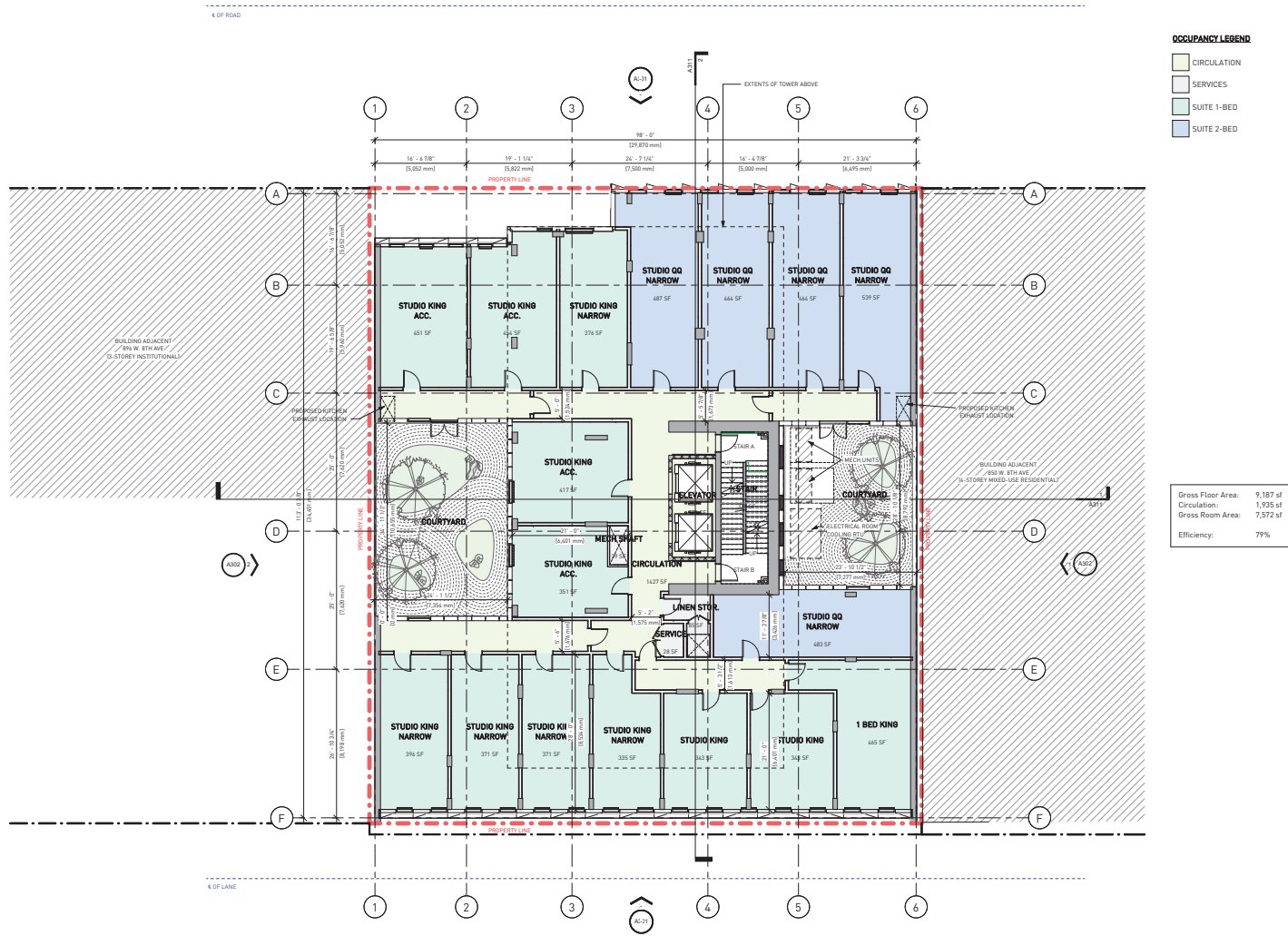
5.4 Floor Plans

L02 Building Services & Loading



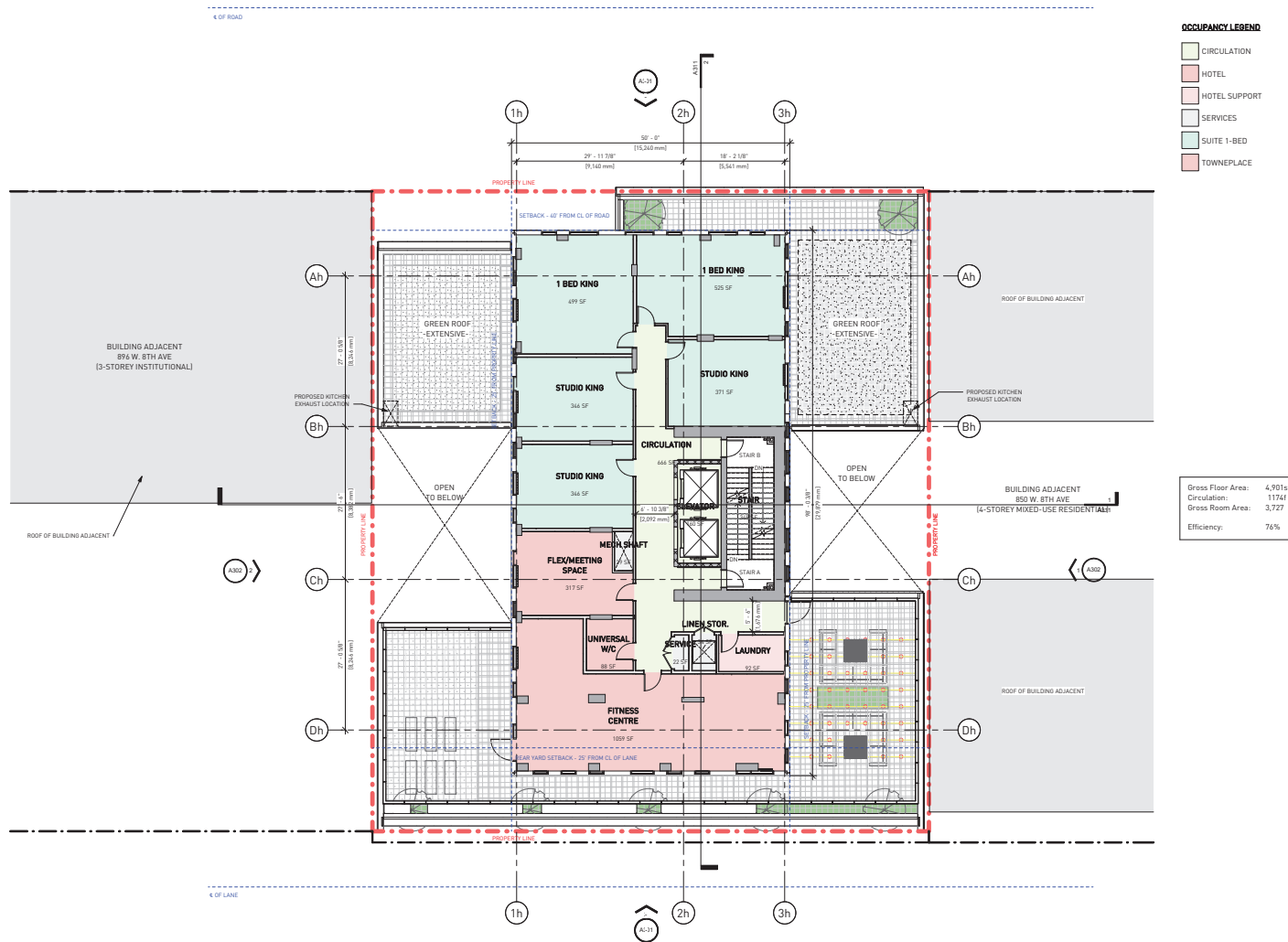
5.4 Floor Plans

L03 Hotel



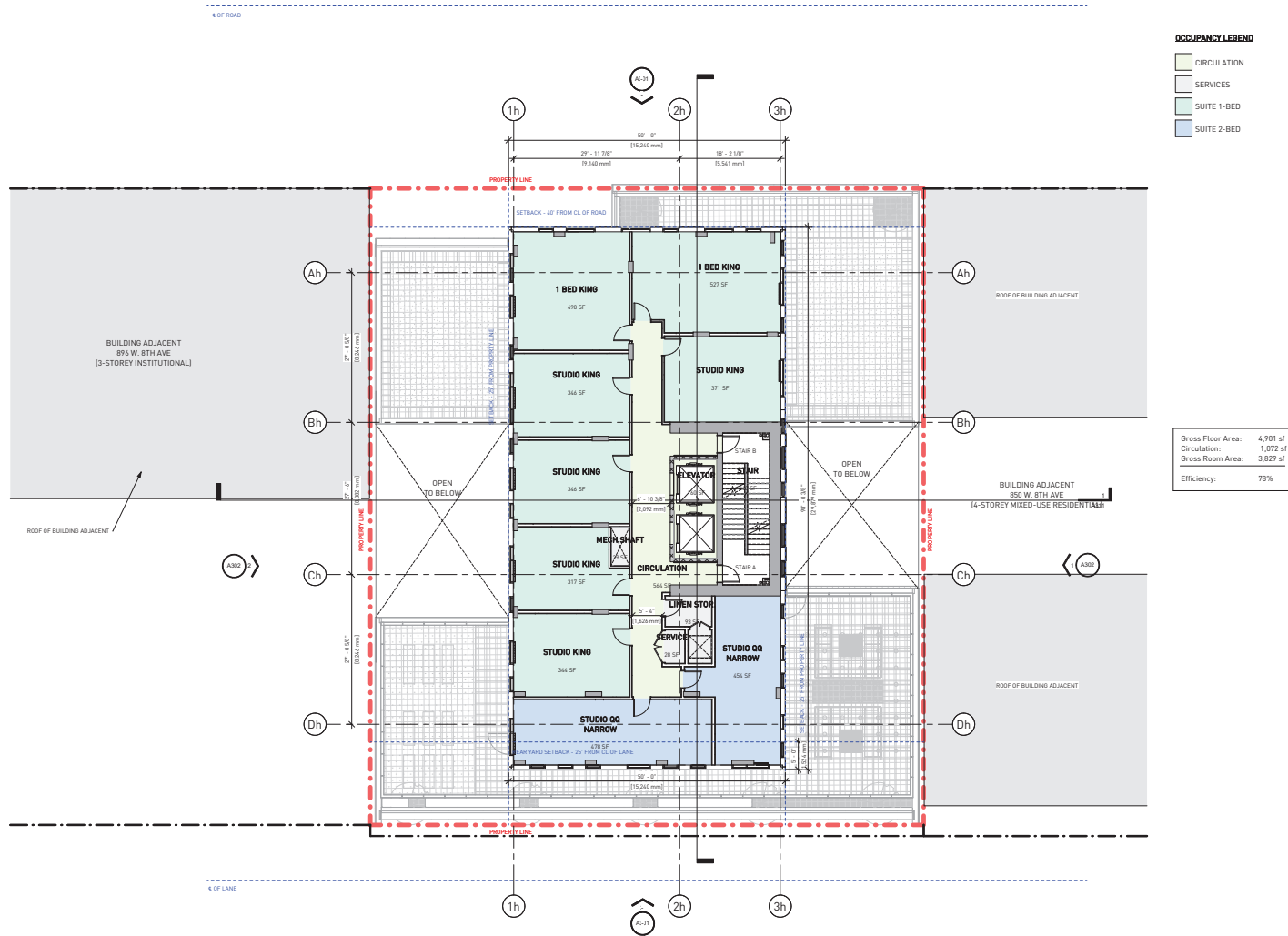
5.4 Floor Plans

L06 Hotel Amenity Roof



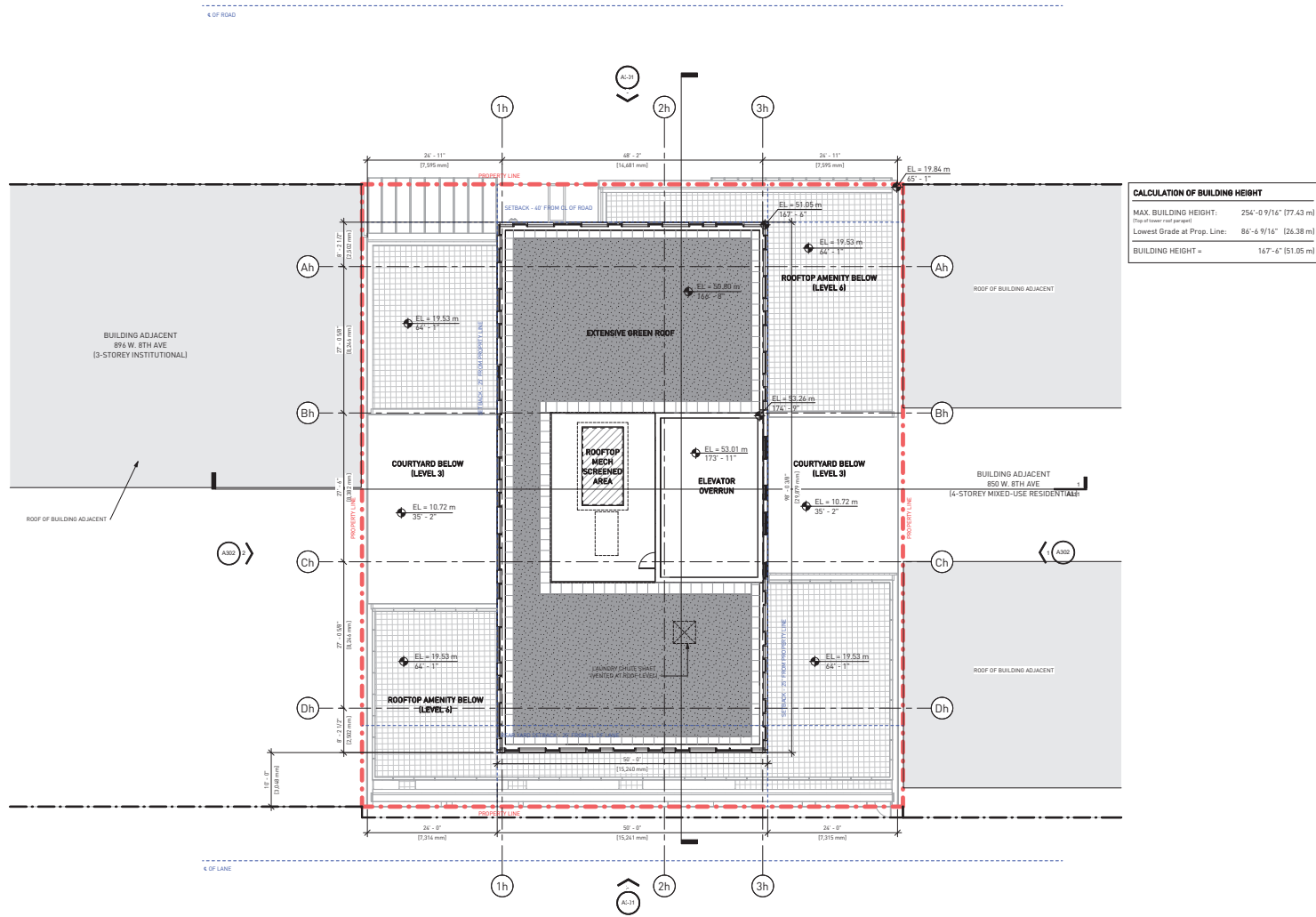
5.4 Floor Plans

L7-L16 Hotel (Typical)



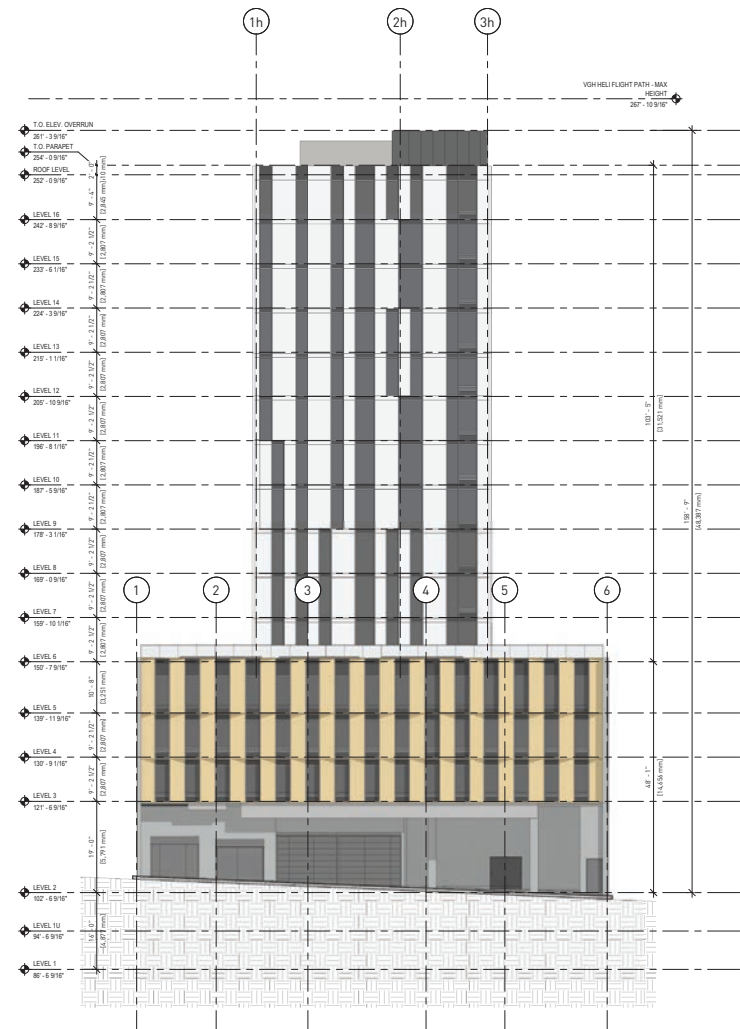
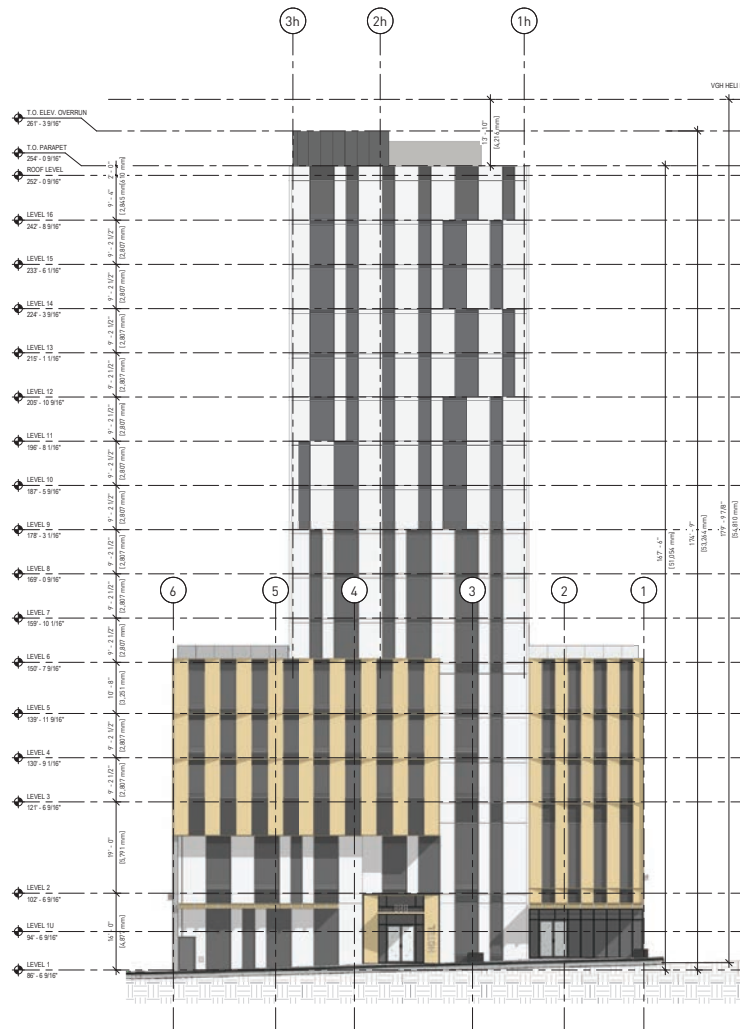
5.4 Floor Plans

Rooftop Plan



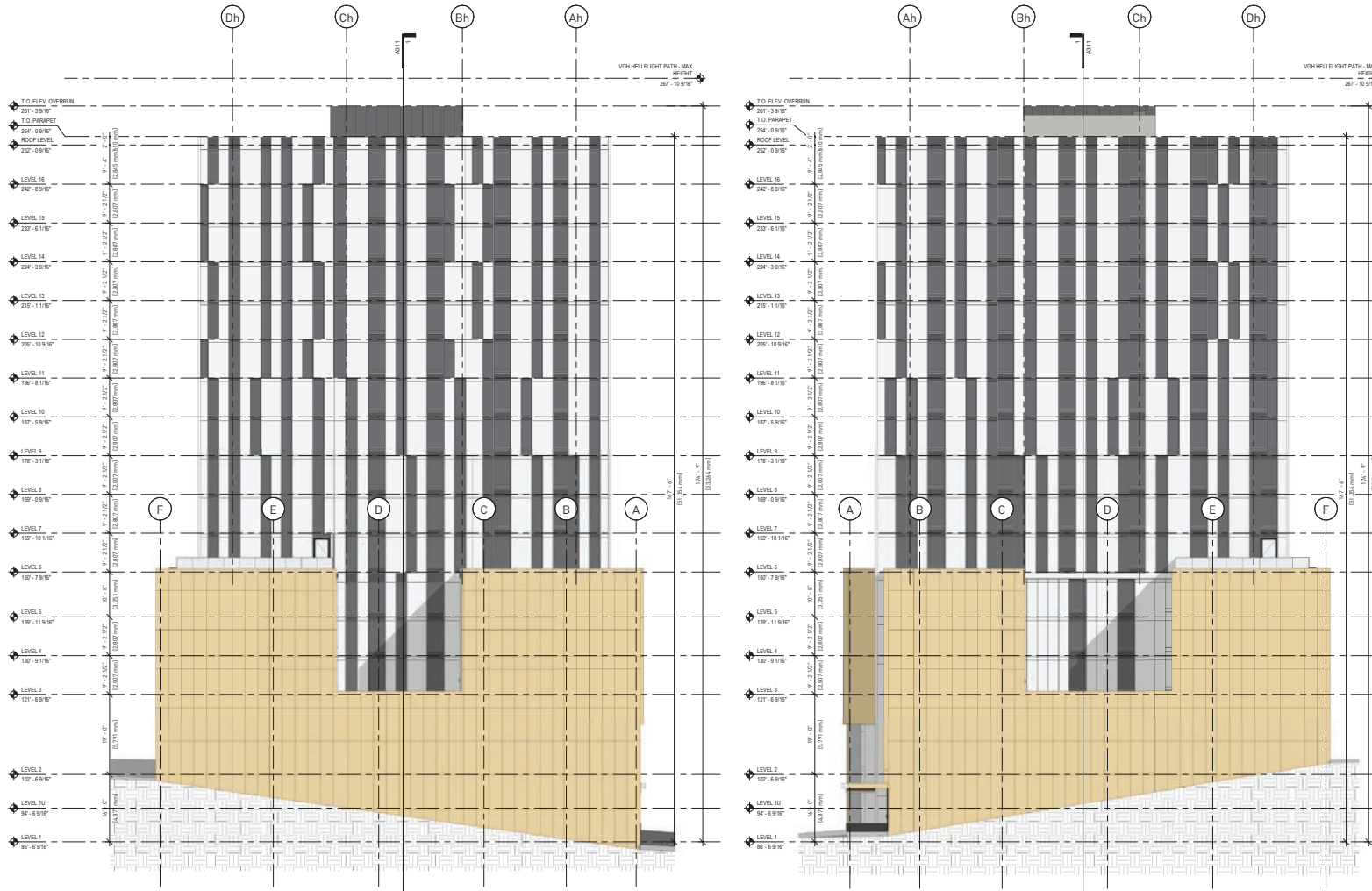
5.5 Building Elevations

North and South Elevation



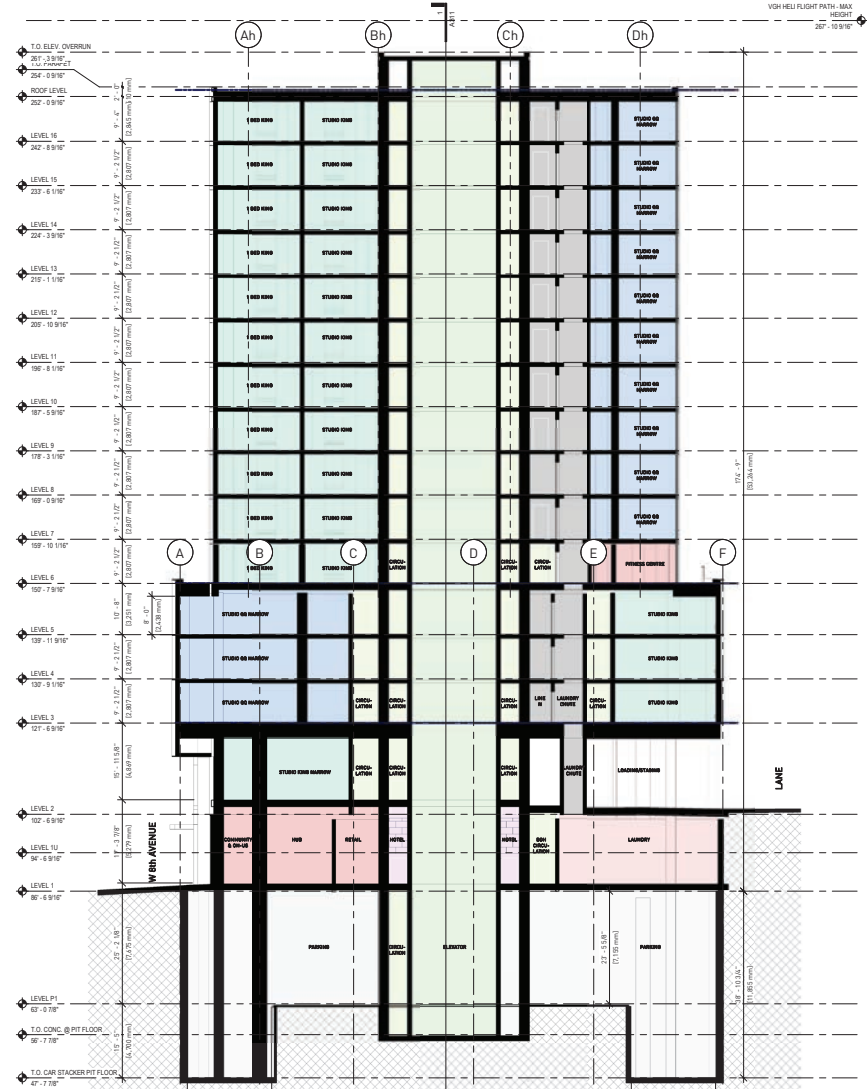
5.5 Building Elevations

East and West Elevation



5.6 Building Sections

Section A and Section B

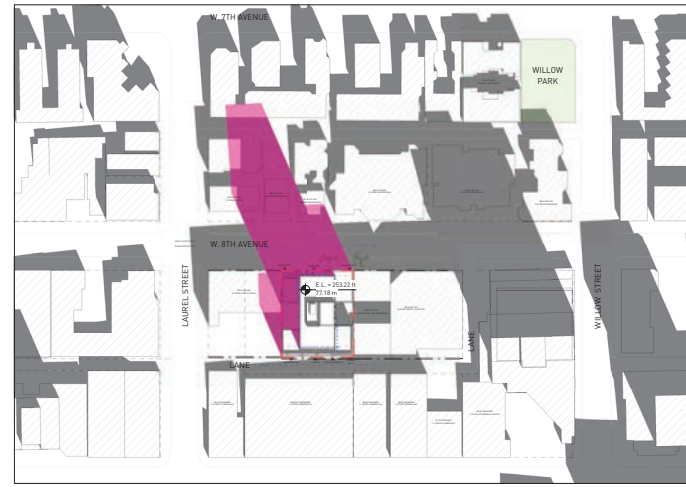


5.7 Shadow Studies

Spring Equinox



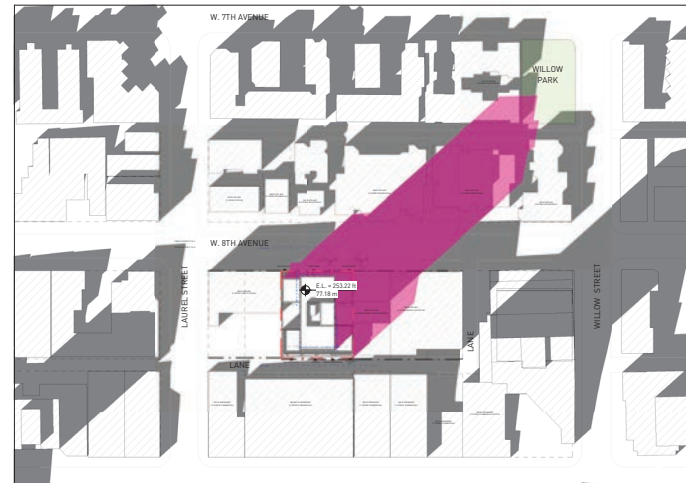
March 19th, 2024 - 10:00am



March 19th, 2024 - 12:00pm



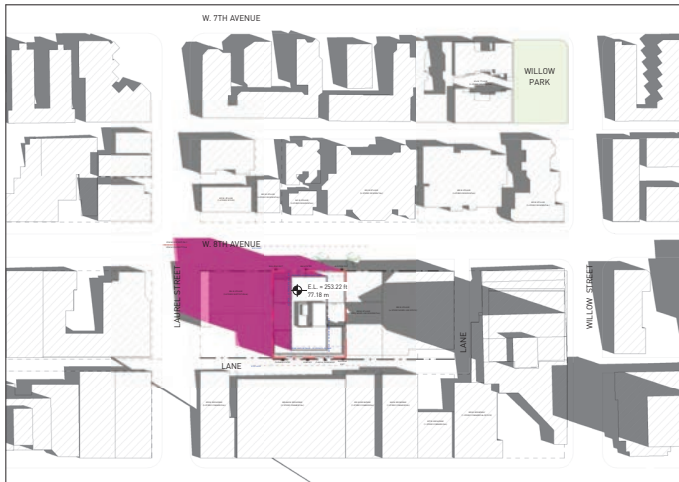
March 19th, 2024 - 2:00pm



March 19th, 2024 - 4:00pm

5.7 Shadow Studies

Summer Solstice



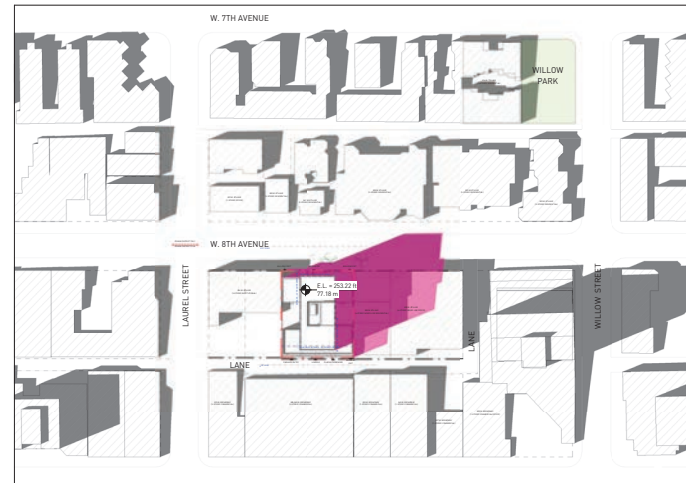
June 20th, 2024 - 10:00am



June 20th, 2024 - 12:00pm



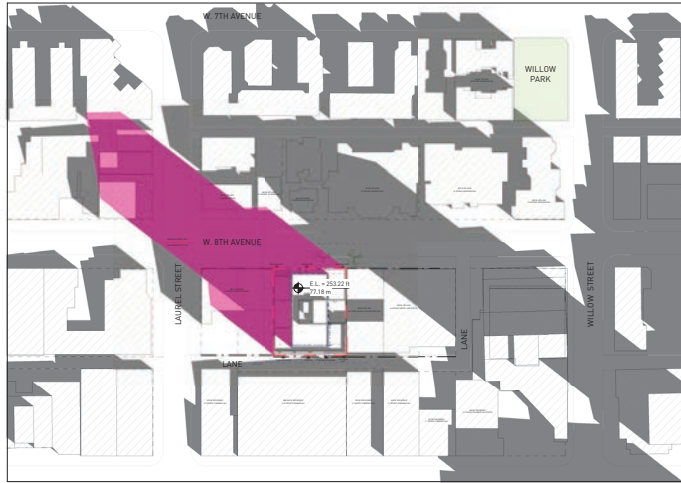
June 20th, 2024 - 2:00pm



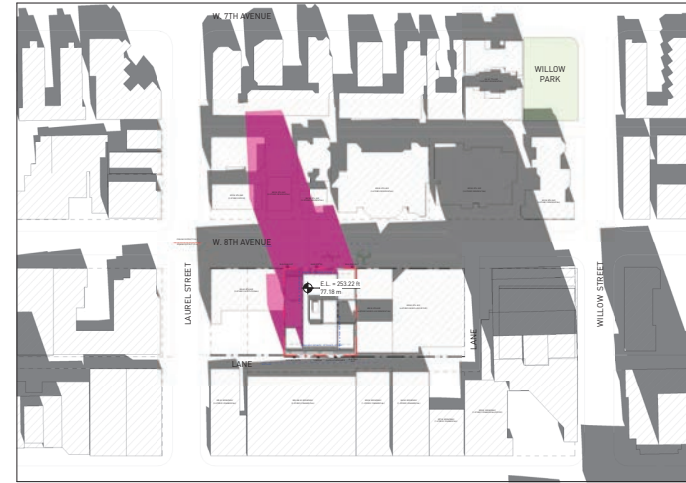
June 20th, 2024 - 4:00pm

5.7 Shadow Studies

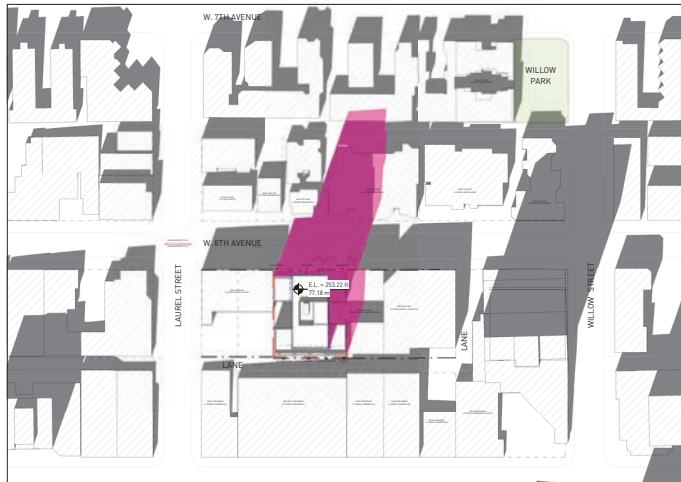
Fall Equinox



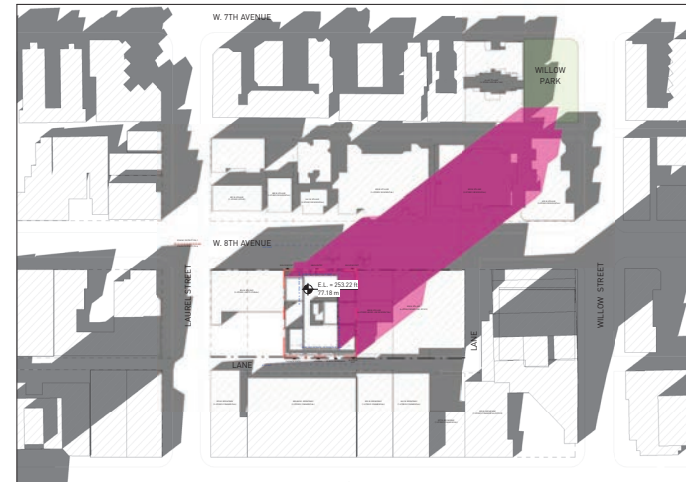
September 22nd, 2024 - 10:00am



September 22nd, 2024 - 12:00pm



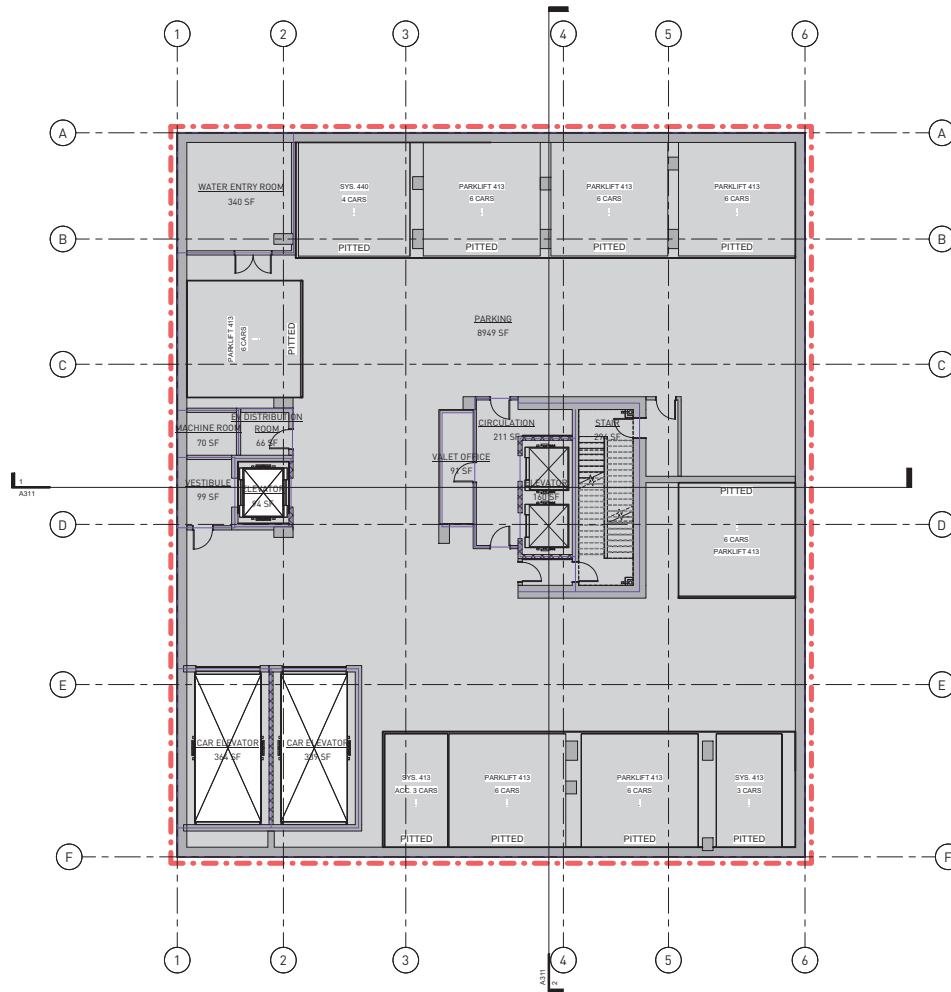
September 22nd, 2024 - 2:00pm



September 22nd, 2024 - 4:00pm

5.8 FSR Overlays

FSR P1



Building Area Legend

FSR EXCLUSION

NOTE: NO COUNTABLE FSR AT P1 PARKING LEVEL

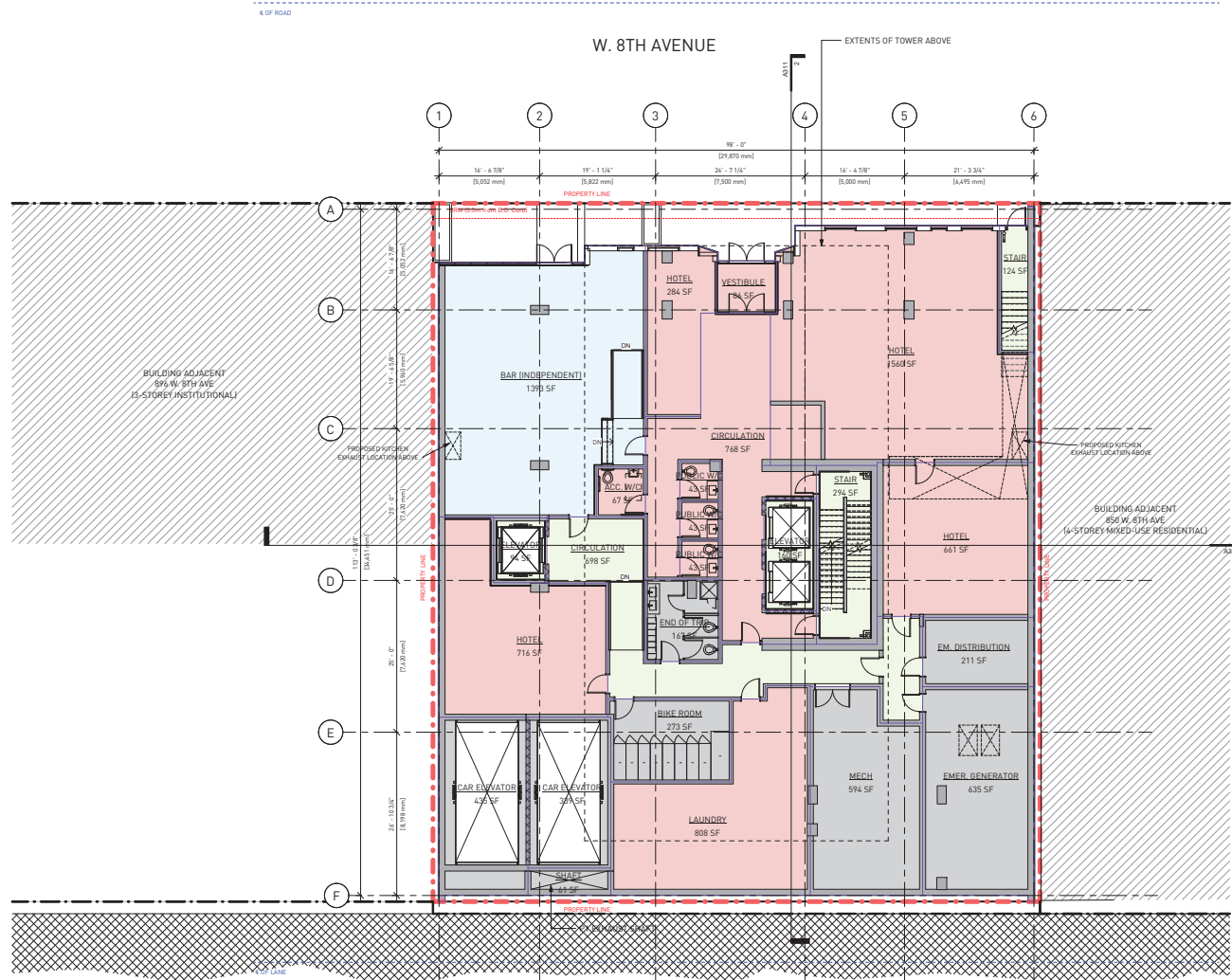
Areas - Level P1 Typical	
GROSS AREA	Area
CAR ELEVATOR	703 SF
CIRCULATION	211 SF
ELEVATOR	253 SF
EV DISTRIBUTION ROOM	65 SF
MACHINE ROOM	70 SF
PARKING	8949 SF
STAIR	294 SF
VALET OFFICE	91 SF
VESTIBULE	99 SF
WATER ENTRY ROOM	340 SF
Total	11077 SF

FSR Exclusions - Level P1

GROSS AREA	AREA DIMENSION		AREA
	Width	Length	
FSR EXCLUSION			
EV DISTRIBUTION ROOM	7' - 2 5/16"	9' - 1 3/8"	65 SF
MACHINE ROOM	7' - 1 3/8"	17' - 9 5/8"	70 SF
VALET OFFICE	6' - 5 9/16"	10' - 8"	91 SF
ELEVATOR	6' - 11 15/16"	11' - 0"	99 SF
ELEVATOR	6' - 2 13/16"	18' - 3 5/8"	108 SF
CIRCULATION	6' - 7 3/4"	31' - 9 1/2"	211 SF
STAIR	10' - 3 3/4"	28' - 8 1/4"	294 SF
CAR ELEVATOR	13' - 7 13/16"	26' - 10"	339 SF
WATER ENTRY ROOM	18' - 2"	18' - 8 1/2"	340 SF
CAR ELEVATOR	16' - 7 13/16"	26' - 10"	366 SF
PARKING	41' - 4 1/2"	716' - 2 1/2"	8949 SF
Total Exclusion			11077 SF

5.8 FSR Overlays

FSR L01



Building Area Legend

- BAR
- CIRCULATION
- FSR EXCLUSION
- HOTEL

Areas - Level 1

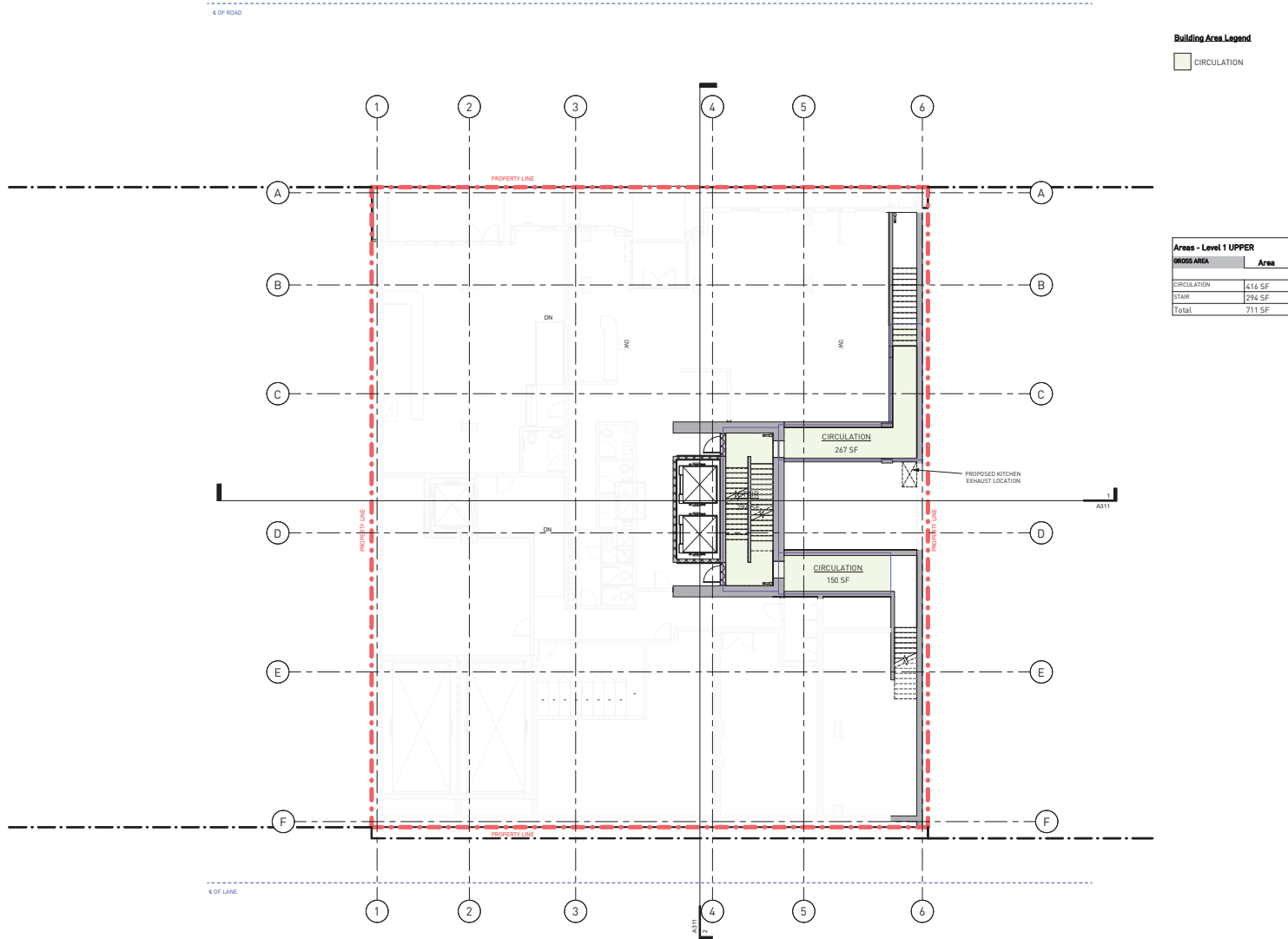
GROSS AREA	Area
ACC. W/C	67 SF
CIRCULATION	768 SF
HOTEL	3221 SF
LAUNDRY	808 SF
PUBLIC W/C	129 SF
VESTIBULE	86 SF
BIKE ROOM	273 SF
CAR ELEVATOR	774 SF
EM. DISTRIBUTION	211 SF
EMER. GENERATOR	635 SF
END OF TRIP	167 SF
MECH	594 SF
SHAFT	61 SF
CIRCULATION	698 SF
ELEVATOR	253 SF
STAIR	419 SF
BAR INDEPENDENT	1393 SF
Total	10555 SF

FSR Exclusions - Level 1

GROSS AREA	AREA DIMENSION	AREA	
	width	length	
FSR EXCLUSION			
SHAFT	4' - 6"	13' - 7 13/16"	61 SF
END OF TRIP	12' - 4"	13' - 6 7/8"	167 SF
EM. DISTRIBUTION	11' - 5"	18' - 5 3/8"	211 SF
BIKE ROOM	12' - 11 3/8"	21' - 0 5/8"	273 SF
CAR ELEVATOR	13' - 7 13/16"	24' - 1 1/8"	329 SF
CAR ELEVATOR	13' - 11 1/16"	31' - 2 9/16"	435 SF
MECH	10' - 2 1/4"	34' - 8 1/8"	344 SF
EMER. GENERATOR	17' - 5 7/16"	34' - 4 5/8"	635 SF
Total Exclusion		2715 SF	

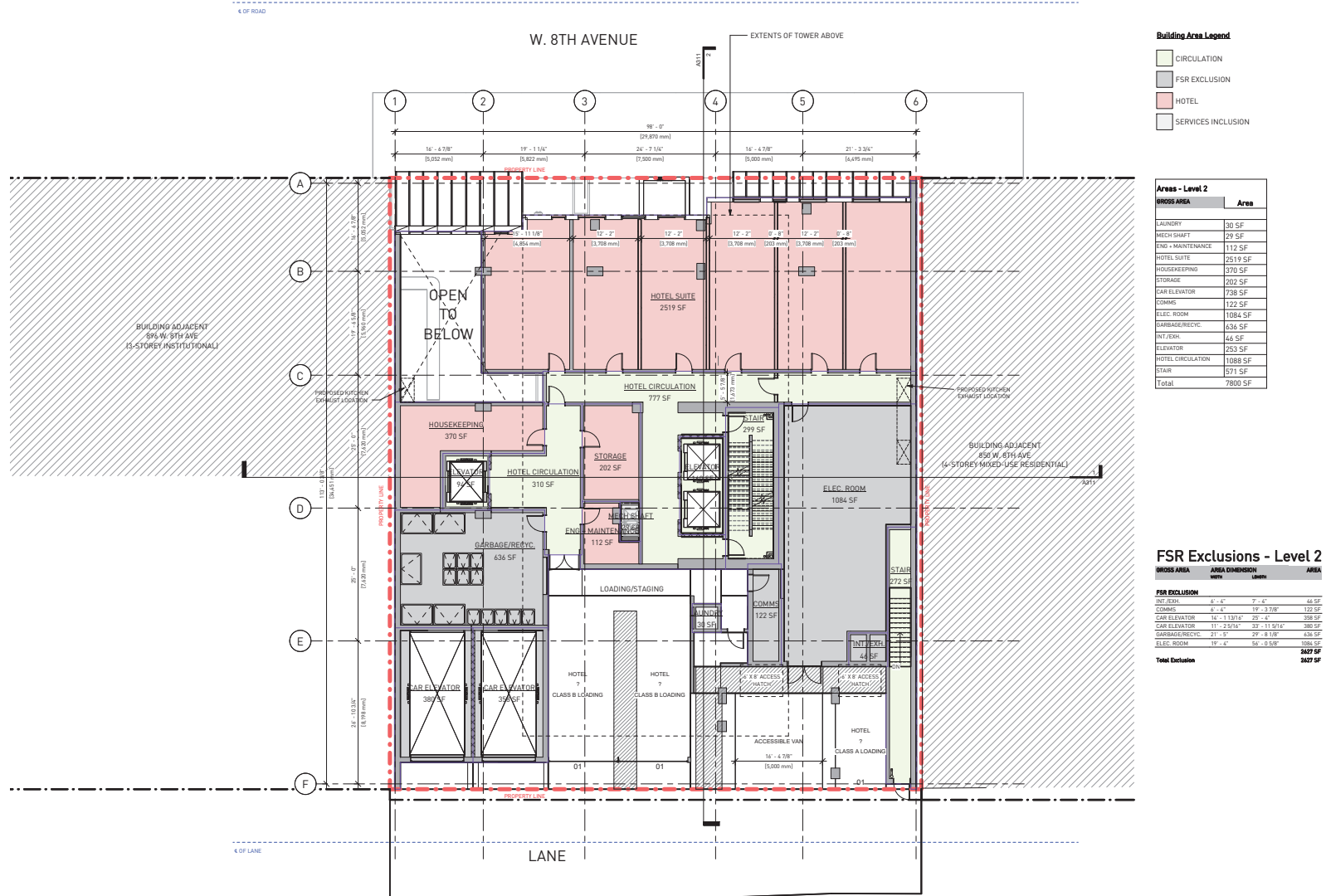
5.8 FSR Overlays

FSR L1-Upper



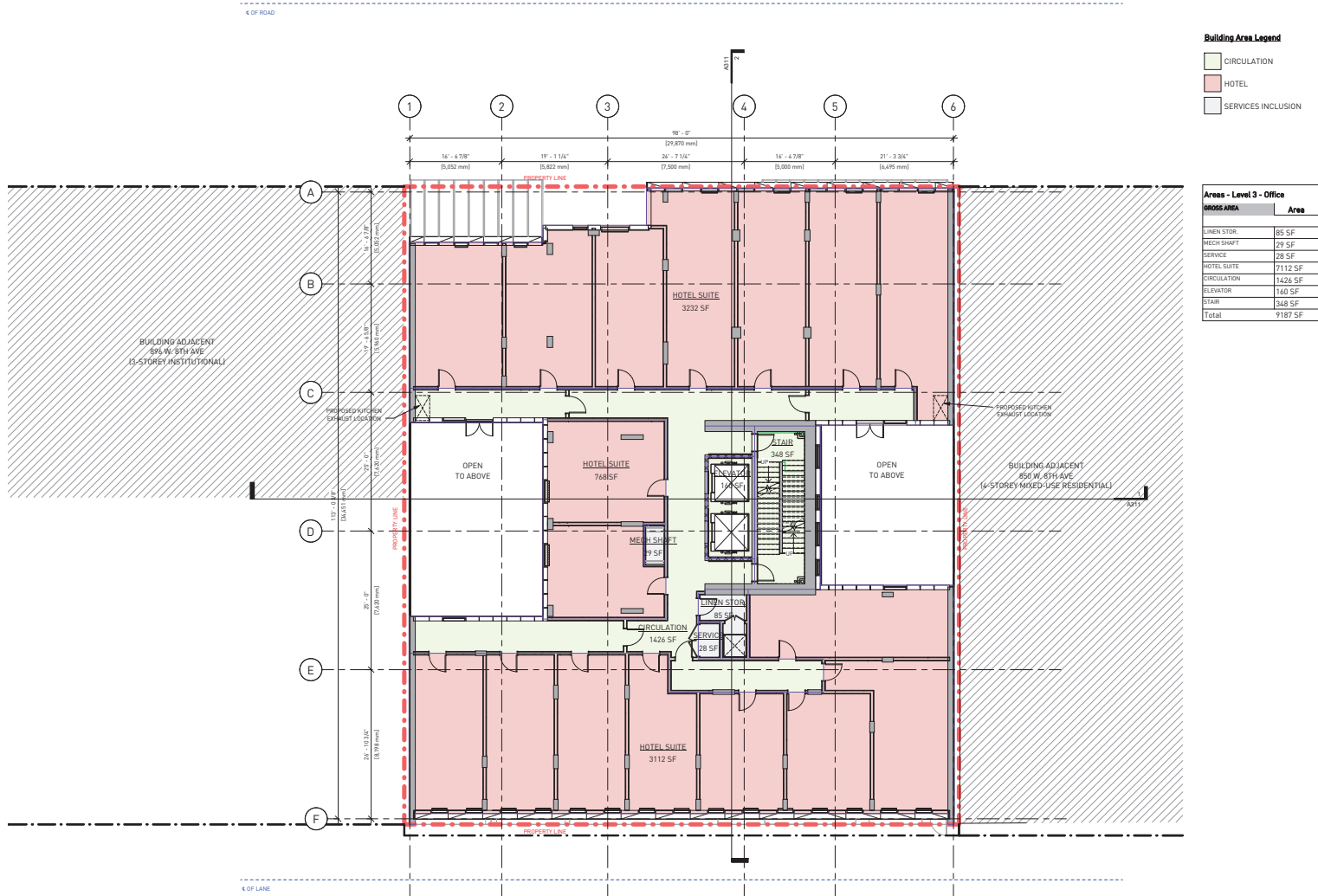
5.8 FSR Overlays

FSR L02



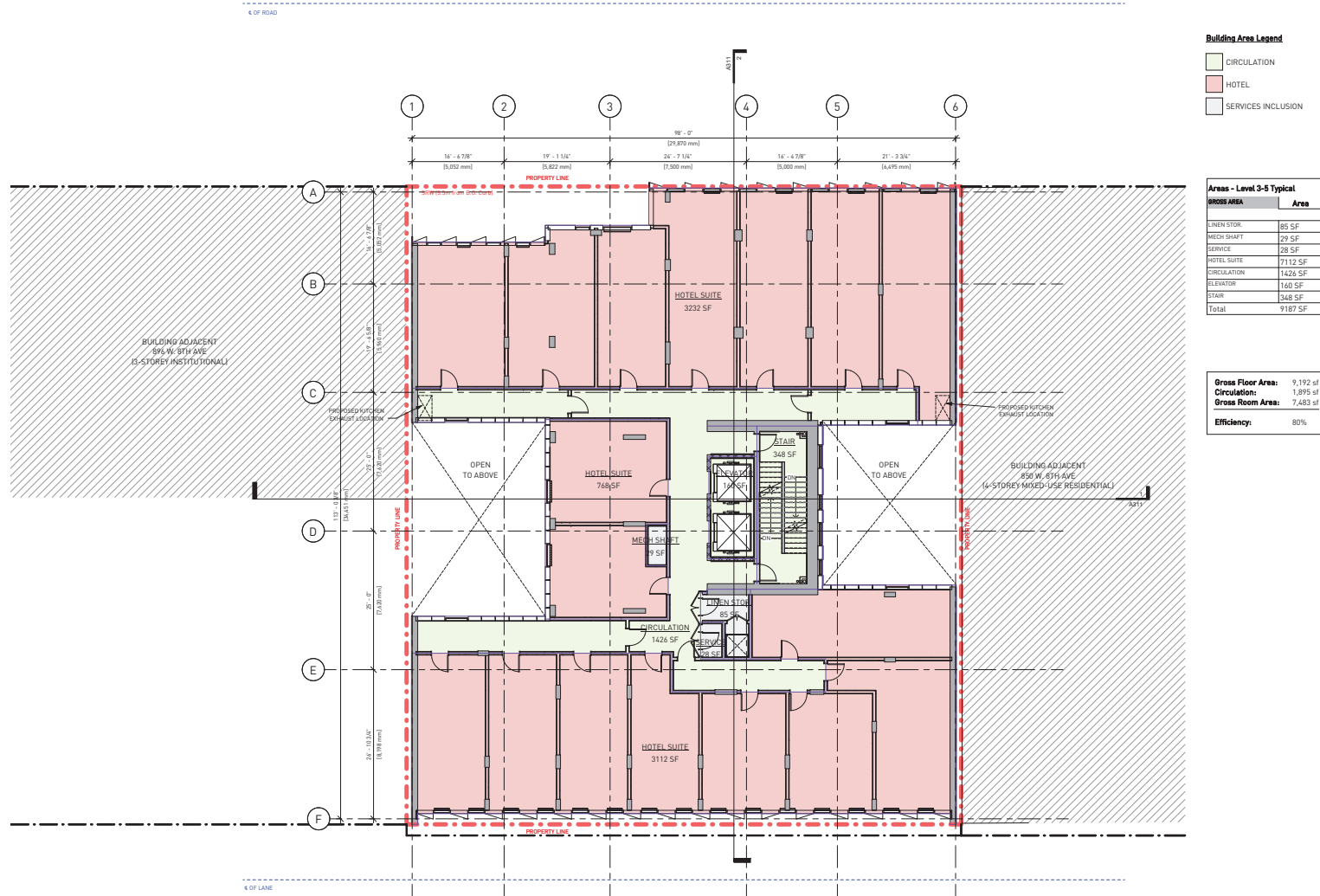
5.8 FSR Overlays

FSR L03



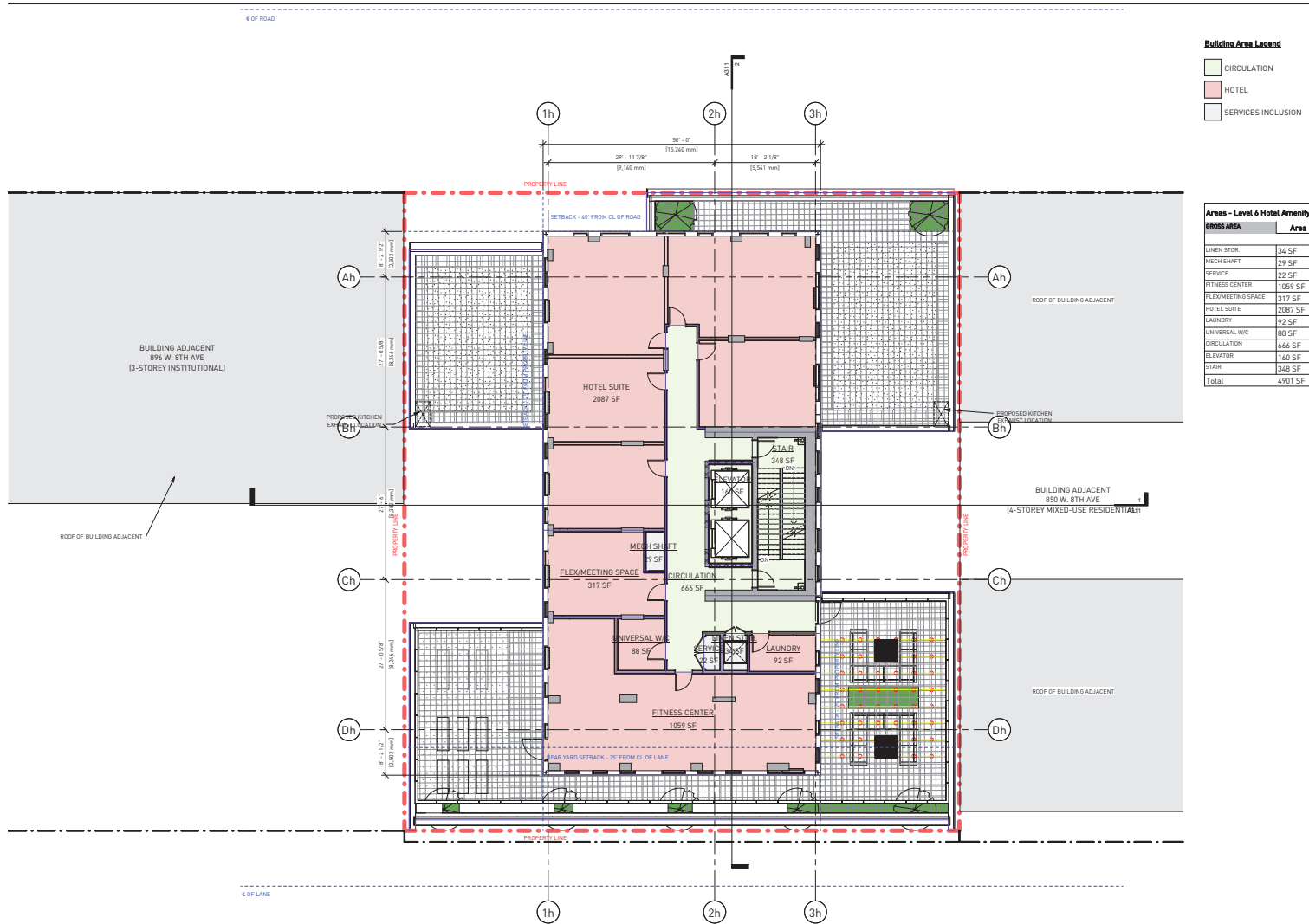
5.8 FSR Overlays

FSR L04-L05



5.8 FSR Overlays

FSR L06



Building Area Legend

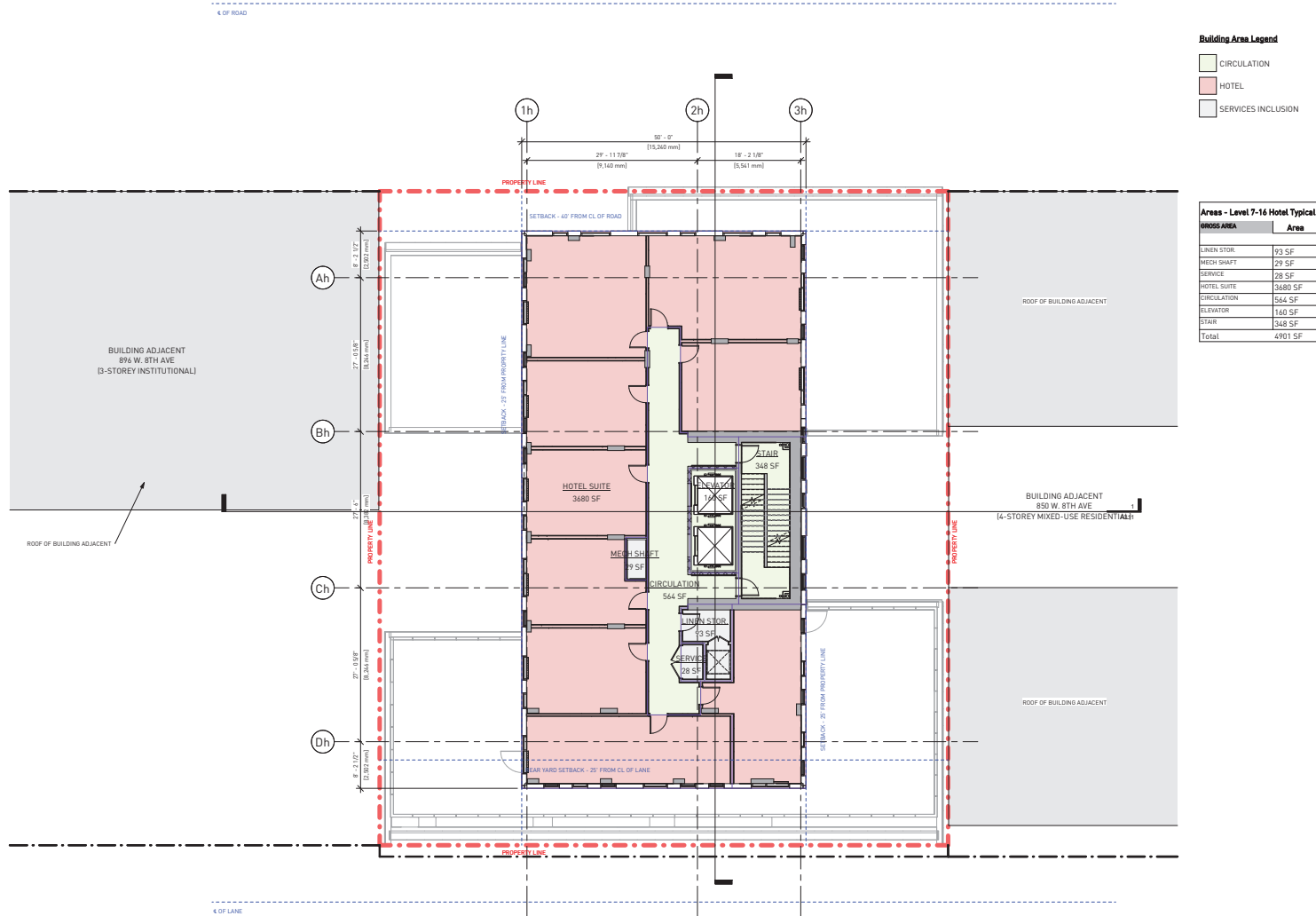
- CIRCULATION
- HOTEL
- SERVICES INCLUSION

Areas - Level 6 Hotel Amenity

GROSS AREA	Area
DINING/STOR.	34 SF
MECH SHAFT	29 SF
SERVICE	22 SF
FITNESS CENTER	1059 SF
FLEX/MEETING SPACE	317 SF
HOTEL SUITE	2087 SF
LAUNDRY	92 SF
UNIVERSAL W/C	88 SF
CIRCULATION	666 SF
ELEVATOR	160 SF
STAIR	348 SF
Total	4901 SF

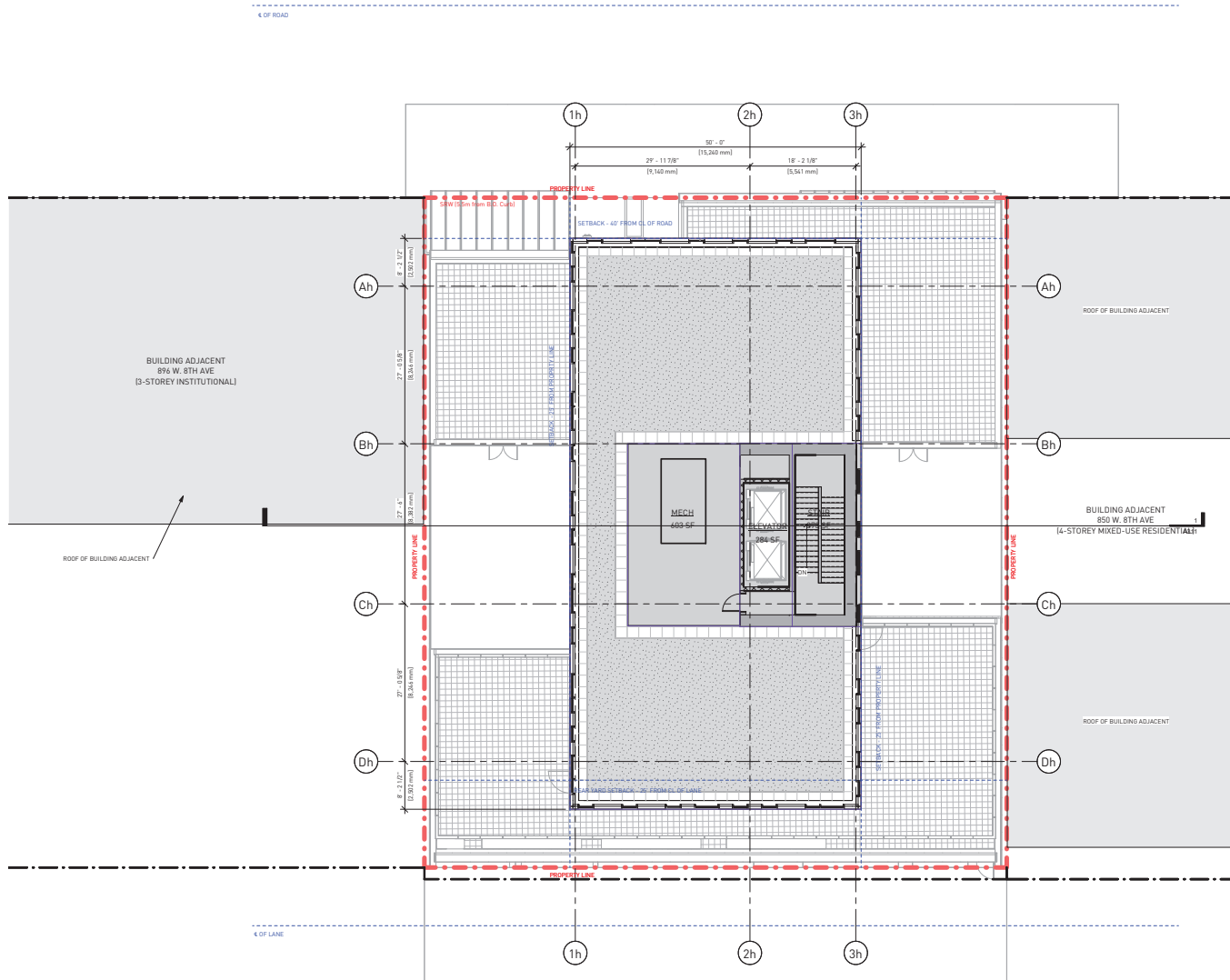
5.8 FSR Overlays

FSR L07-L15



5.8 FSR Overlays

FSR Rooftop Plan



Building Area Legend

FSR EXCLUSION

NOTE: NO COUNTABLE FSR AT ROOFTOP LEVEL

Areas - Roof...

GROSS AREA	Area
ELEVATOR	284 SF
MECH	403 SF
STAIR	373 SF
Total	1260 SF

FSR Exclusions - Roof

GROSS AREA	AREA DIMENSIONS	AREA
FSR EXCLUSION		
ELEVATOR	9' - 0 1/8" x 31' - 6 1/2"	284 SF
STAIR	11' - 0" x 31' - 6 1/2"	373 SF
MECH	19' - 3" x 31' - 3 3/4"	403 SF
Total Exclusion		1260 SF
		1260 SF



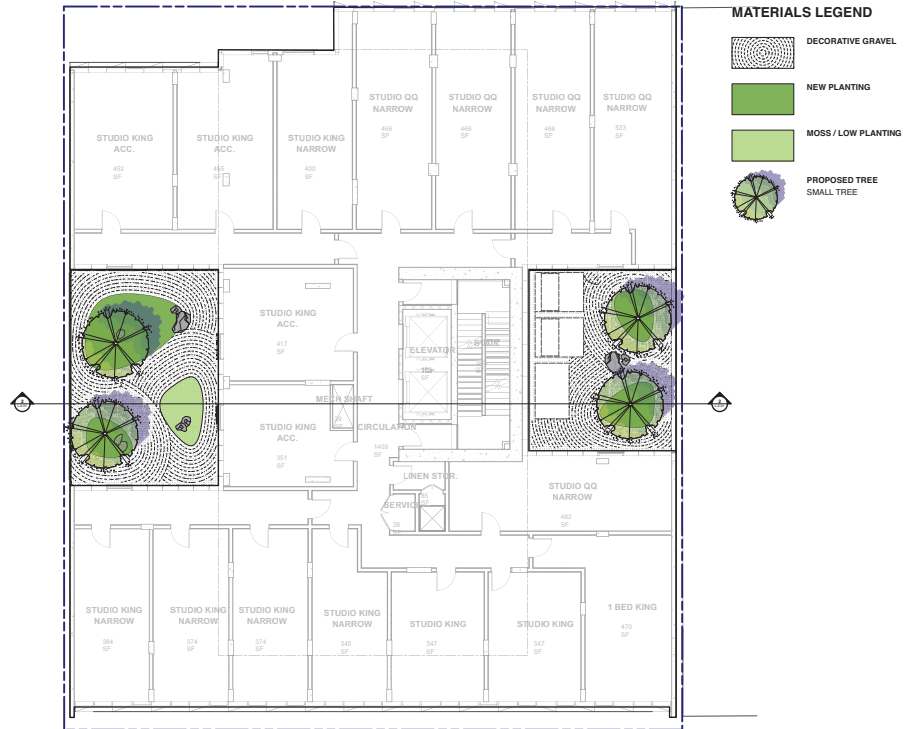
Section 6.0

Landscape Drawings



6.1 Landscape Drawings

L03 Hotel Landscape Plan

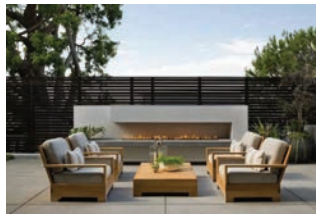


6.1 Landscape Drawings

L06 Hotel Amenity Landscape Plan



CATENARY LIGHTING








OUTDOOR LOUNGE



OUTDOOR FITNESS

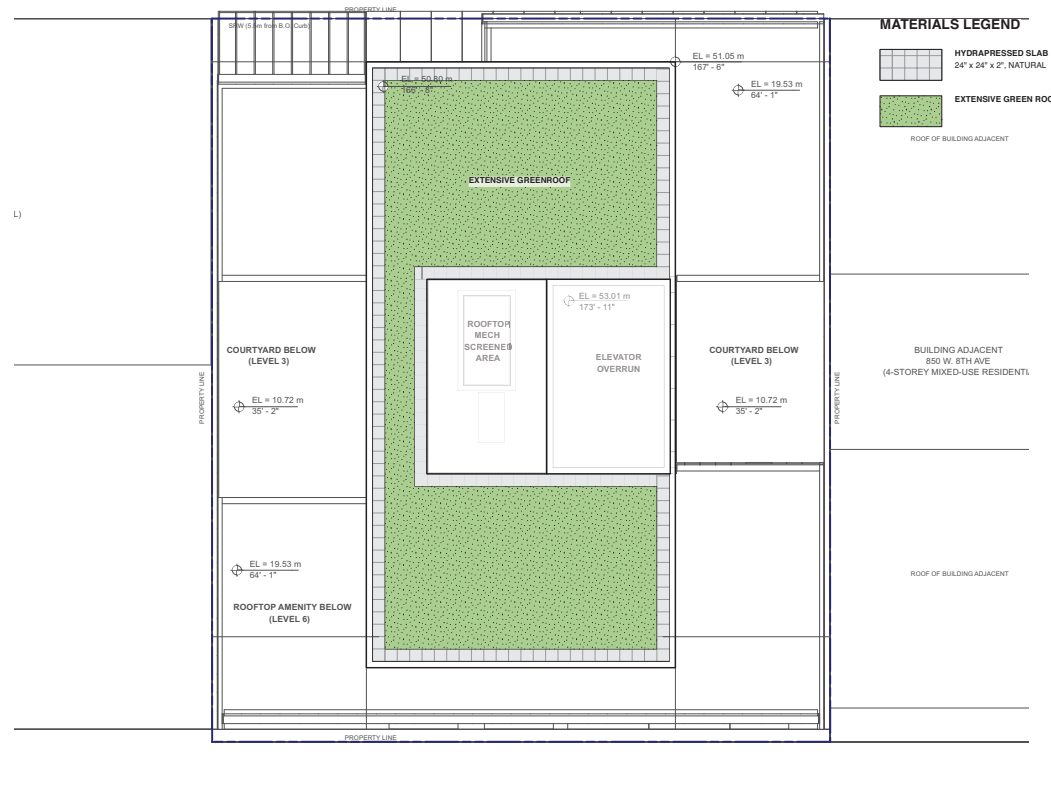


MATERIALS LEGEND

-  HYDRAPRESSED SLAB
24" x 24" x 2", NATURAL
-  POURED-IN-PLACE RUBBER
-  NEW PLANTING
METAL PLANTER
-  EXTENSIVE GREEN ROOF
-  PROPOSED TREE
SMALL TREE

6.1 Landscape Drawings

Rooftop Landscape Plan



6.1 Landscape Drawings

Landscape Soil Loading Plan

MATERIALS LEGEND

EXTENSIVE GREENROOF
STORMCAP®

18" 450MM SOIL DEPTH

24" 600MM SOIL DEPTH

36" 900MM SOIL DEPTH

SOIL DEPTH CHART

LEVEL	AREA (m ²)	SOIL DEPTH (m)	VOLUME (m ³)	TREES	SIZE	SOIL PER TREE
LEVEL 1	2.7	0.45	1.2			
	1.7	0.45	0.8			
LEVEL 0B	13.7	0.6	8.2	1	Small	8.2
	3.4	0.6	2.1	1	Small	2.1
	5.2	0.45	2.3			
	3.8	0.6	2.3	1	Small	2.3
	4.5	0.6	2.7	1	Small	2.7
LEVEL 0A	47.2	*	*			
	59.9	*	*			
	4.7	0.45	12.3			
	3.6	0.9	3.2	1	Small	3.2
	3.6	0.9	3.2	1	Small	3.2
	20.6	0.9	13.3	5	Small	2.7
ROOFTOP						
RT	246.9	*	*			

*STORMCAP EXTENSIVE GREENROOF

Next Level STANFORD UNIVERSITY

StormCap
Superior Distribution
Extensive System

Specialized Stormwater Management System

Key Features:

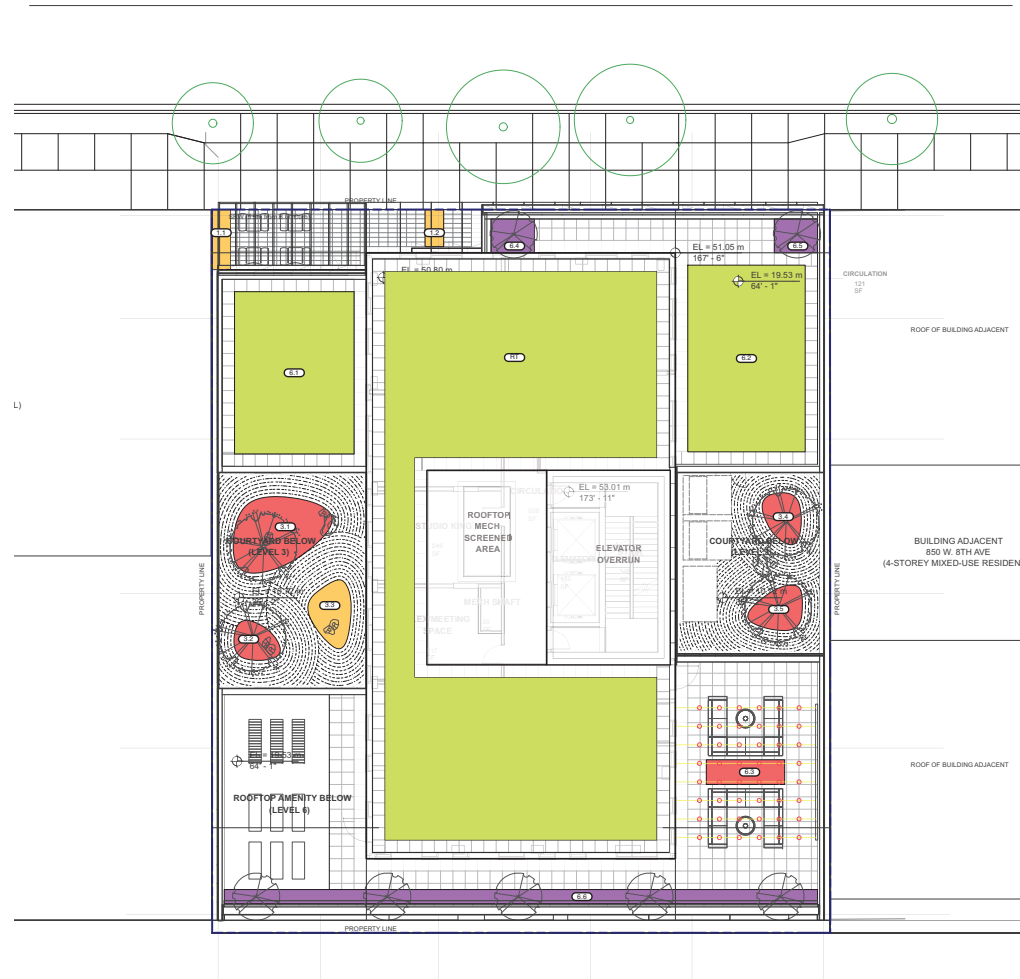
- Reduced weight in the system (17 kg/m²)
- Fast and easy installation by trained staff using green
- High quality growing medium - a proprietary mix of lightweight aggregate and quality substrate
- High quality growing medium - a proprietary mix of lightweight aggregate and quality substrate
- High quality growing medium - a proprietary mix of lightweight aggregate and quality substrate
- High quality growing medium - a proprietary mix of lightweight aggregate and quality substrate
- High quality growing medium - a proprietary mix of lightweight aggregate and quality substrate
- High quality growing medium - a proprietary mix of lightweight aggregate and quality substrate

System Properties

System	Weight (kg/m ²)	Depth (mm)	Volume (m ³ /m ²)
StormCap	17	150	2.55
StormCap	17	225	3.825
StormCap	17	300	5.1
StormCap	17	375	6.375
StormCap	17	450	7.65
StormCap	17	525	8.925
StormCap	17	600	10.2
StormCap	17	675	11.475
StormCap	17	750	12.75
StormCap	17	825	14.025
StormCap	17	900	15.3

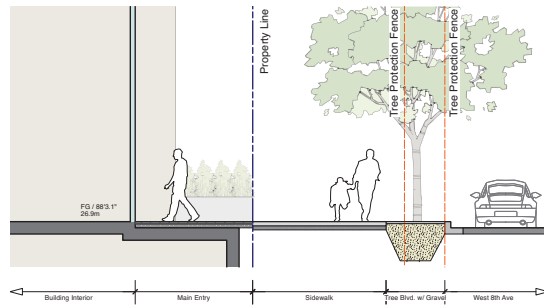
Wind Tested TO CAN/CSA A125.24

Planting starts in their place.

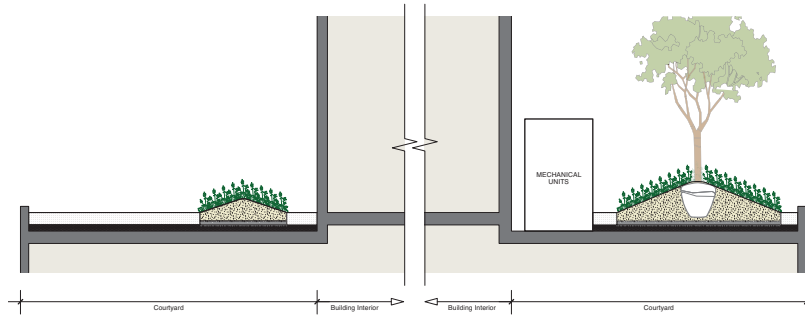


6.1 Landscape Drawings

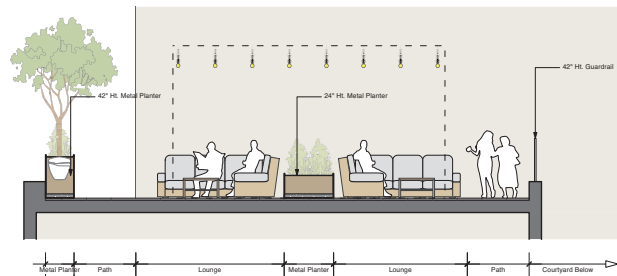
Landscape Sections



1 SECTION 1: LEVEL 1 MAIN ENTRY
Scale = 1/4" = 1'-0"



2 SECTION 2: LEVEL 3 COURTYARD
Scale = 1/4" = 1'-0"



3 SECTION 3: LEVEL 6 LOUNGE
Scale = 1/4" = 1'-0"

Formosis
Architecture

Formosis Architecture Inc.
638 - 375 Water Street

Vancouver BC V6B 5C6
+1 604 688 7582
www.formosis.ca