CITY OF VANCOUVER
COMMUNITY SERVICES GROUP

DEVELOPMENT PERMIT STAFF COMMITTEE REPORT
FEBRUARY 8, 2012

FOR THE DEVELOPMENT PERMIT BOARD
FEBRUARY 20, 2012

775 RICHARDS STREET (COMPLETE APPLICATION)
DE415286 – ZONE CD-1 (Pending)

AM/TC/DA/LH

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:
J. Greer (Chair), Development Services
R. Thé, Engineering Services
D. Naundorf, Social Infrastructure
T. Driessen, Park Board

Also Present:
A. Molaro, Urban Design & Development Planning
D. Drobot, Current Planning
T. Chen, Development Services
D. Autiero, Development Services
A. Law, Development Services
J. Bosnjak, Development Services

APPLICANT:
Henriquez Partners Architects
Attention: Peter Wood
402 West Pender Street
Vancouver, BC
V6B 1T6

PROPERTY OWNER:
Telus Communications
768 Seymour Street
Vancouver, BC
V6B 3K9

EXECUTIVE SUMMARY

- **Proposal:** To develop this site with a 46 storey mixed-use building (retail and residential) over eight levels of underground parking having vehicular access from Richards Street.

See Appendix A Standard Conditions
Appendix B Standard Notes and Conditions of Development Permit
Appendix C Processing Centre – Building comments
Appendix D Plans and Elevations
Appendix E Applicant's Design Rationale

- **Issues:**
  1. Upper tower massing within view shadow
  2. Quality of façade oriented to Seymour Street
  3. Architectural lighting

- **Urban Design Panel:** Support

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DE415285 submitted, the plans and information forming a part thereof, subject to Council approval of the Form of Development and enactment of the CD-1 By-law thereby permitting the development of a 46 storey mixed-use building (retail and residential) over eight levels of underground parking having vehicular access from Richards Street, subject to the following conditions:

1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:

1.1 design development to the chamfered upper massing (within the view shadow) to better integrate with the adjoining building mass components, to achieve a less direct reference to the view cone geometry;

1.2 design development to enhance the overall composition of the residential tower façade oriented to Seymour; including consideration to introduce color and/or warmer materials treatments;

1.3 design development to improve and strengthen the prominence of the residential entry;

1.4 design development and provision of further information demonstrating that the proposed under soffit lighting will have a non-impactful effect particularly for near by residences;

Note to Applicant: The qualitative objective is to achieve a soft lighting effect. Confirmation of hours of operation is required.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

● **Technical Analysis – Sub-area A:**

	PERMITTED (MAXIMUM)	REQUIRED (MINIMUM)	PROPOSED
Site Size [1]	-	-	irregular
Site Area [1]	-	-	2 367 m^2
Floor Area [2]	Sub-area A: 41 630 m^2	- Commercial: 4 734 m^2	Residential: 37 161 m^2 Commercial 4 489 m^2 Total 41 650 m^2
FSR	-	-	17.59
Balconies	4 459 m^2 (12%)	-	4 456 m^2
Height [3]	Sub-area A: 125.7 m View shadow: 136.2 m		136.91 m
Parking [4]	- Retail: 39 - Small Car: 74 (25% max)	Residential: 265 Retail: 31 Disability: Commercial 3 Residential 15 Total 18 Car Share Spaces: 5	Residential: 345 Commercial: 27 Disability bonus: 3 Office (520 W. Georgia): 58 Total: 433 Disability: Commercial 6 Residential 14 Total 20 Small car: 88 (30%) Car-Share Spaces: 5
Loading [5]	-	Class A Class B Class C Residential: 4 2 - Retail: - 3 1	Class A Class B Class C Residential: 4 1 - Retail: - 2 1
Bicycle Parking [6]	-	Class A Class B Retail: 9 6 Residential: 535 6	Class A Class B Retail: 11 6 Residential: 331 6
Amenity	1 400 m^2	-	725 m^2 (3rd floor amenity room)
Unit Type	-	-	1 bedroom: 200 2 bedroom: 190 3+ bedroom: 38 Total 428

[1] **Note on Site Size and Site Area:** The proposed site size and site area are based on the subdivided properties.

[2] **Note on Floor Area**: The proposal is deficient in commercial floor area, as Sub-area A of the draft CD-1 By-law requires that a minimum of 4 734 m^2 of floor area be dedicated to commercial uses. Standard Condition A.1.2 seeks this minimum required commercial floor area.

[3] **Note on Height**: The height of the building is above the maximum permitted height of 125.7 m in the draft CD-1 By-law for the portions of building below view cone 9.2.1; however, the Director of Planning may permit an increase in the maximum building height to 136.2 m provided it is wholly within a view shadow and does not further block a view corridor approved by Council. Staff support this increase to the building height (see commentary on page 6), however the proposal nevertheless exceeds this maximum height by .7m. Standard Condition A.1.1 seeks compliance within this additional height limitation.

[4] **Note on Parking**: The commercial parking is deficient and Standard Condition A.1.1 seeks compliance. Only three of the six provided disability spaces may be bonussed to increase the commercial parking and consequently, the proposal is still deficient by one space. Additional requirements regarding the disability spaces are sought in Standard Condition A.1.5. Standard Condition A.1.6 seeks appropriate separation of the parking spaces proposed for the office (Telus) use at 520 West Georgia Street, and Standard Engineering Condition A.2.9 seeks appropriate cross boundary access agreements for these spaces. It is intended that of the five car share spaces and vehicles required as a condition of the rezoning, there be three located in this development, with the other two being located in the office tower. Standard Condition A.1.7 seeks this requirement on the plans.

[5] **Note on Loading**: Standard Engineering Condition A.2.12 seeks the provision of a Loading Management Plan in order to assess the requested request for loading relaxation.

[6] **Note on Bicycles:** The proposal to provide required Class A residential bicycle parking spaces within the residential ensuite storage rooms does not meet the requirements of Section 6 of the Parking By-law. Standard Condition A.1.3 seeks the minimum number of Class A Bike Parking spaces in compliance with the Parking By-law.

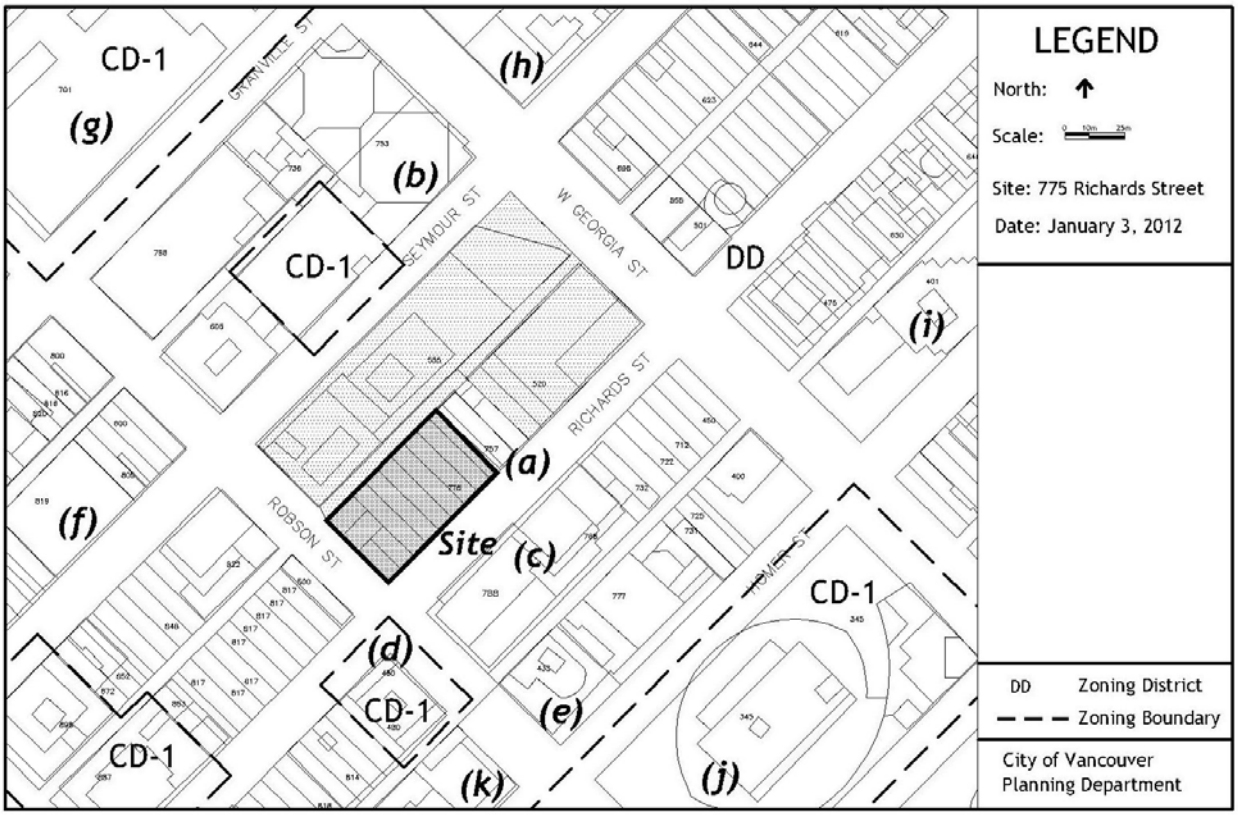
- **Legal Description**
  Lots A and B of the West ½ of Lots 21 and 22 Plan 1542; The East ½'s of Lots 21 and 22, Lots 23 to 28, and The South ½ of Lot 29 Plan 210; All of Block 54, DL 541.

- **History of Application:**
  11 11 07 Complete DE submitted
  12 01 11 Urban Design Panel
  12 02 08 Development Permit Staff Committee

- **Site:** The site is located between Georgia and Robson, Richard and Seymour Streets.

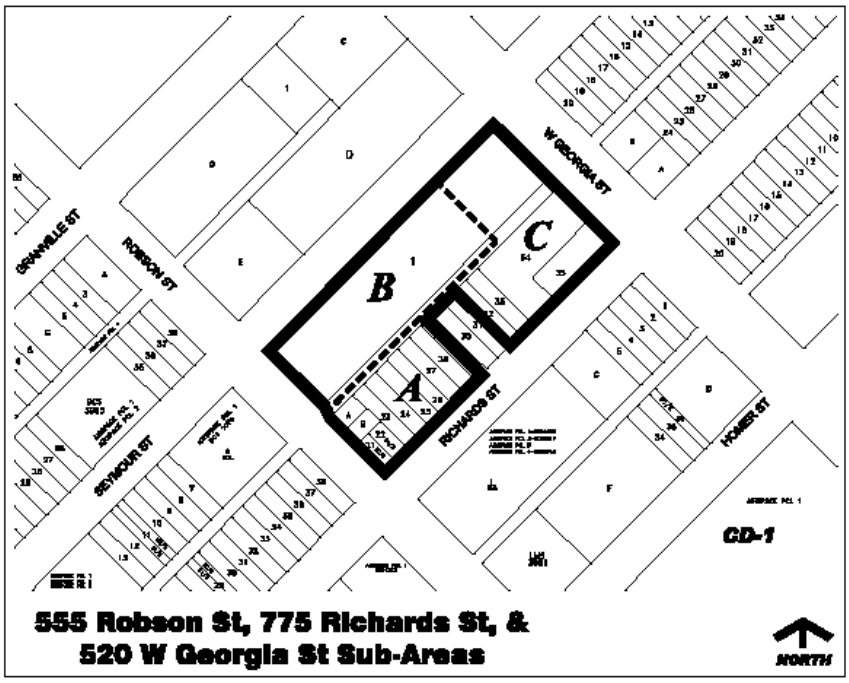
- **Context:** Significant adjacent development includes:

a) Kingston Hotel: 757 Richards Street – 4 storey hotel
b) Scotia Tower: 650 West Georgia - 34 storey office
c) L'Hermitage: 788 Richards Street – 22 storey residential/hotel
d) R and R: 480 Robson Street – 17 storey retail/office/residential
e) Westin Grande : 433 Robson –-26 storey hotel
f) Capital Residences: 833 Seymour – 41 storey residential
g) Pacific Centre: 701 West Georgia – 30 storey office
h) Hudson Bay: 674 Granville Street - 6 storey retail (heritage)
i) Bank of Montreal: 401 West Georgia – 18 storey office
j) Library Square – library and 9 storey office
k) Atelier - 833 Homer Street – 29 storey residential



● **Background:** The pending CD-1 By-law for this site, along with the form of development was approved by Council, subject to a series of conditions, following a Public Hearing in October 2011.

The CD-1 by-law contains 3 sub-areas. This application within Sub-area A is for a retail and residential building. Sub-area C, allows for a commercial office-retail building, is currently being considered under a separate development application (DE415286). Sub-area B, which contains the existing TELUS facility (William Farrell Building), located at Robson Street along the Seymour frontage, will be upgraded and expanded in the future, under a separate development application.



● **Applicable By-laws and Guidelines:**

1. CD-1 By-law (pending)
2. Rezoning Conditions

● **Response to Applicable By-laws:**

1. CD-1 By-law (pending)

Use and Density: The proposed uses of commercial-retail and residential and density generally conforms to the provision of the CD-1 By-law Sub-area A, however the required minimum retail floor area has not been achieved. Staff note that the ODP provisions identify that this sub-area achieve a minimum 2.0 FSR of commercial-retail floor area and this requirement was carried through the subsequent rezoning. Staff are seeking compliance with this requirement as per Standard Condition A.1.2.

Height: The CD-1 By-law Sub-area A specifies a maximum height of 125.7 m (412.4 ft), measured to the top of the parapet wall on the uppermost habitable floor from the site's base surface, which is also the limiting height of view cone 9.2.1 (Cambie Street to the North Shore Mountains). However, the Director of Planning may permit an increase in maximum building height to 136.2 m for a building in sub-area A, if the building is wholly within a view shadow and does not further block a view corridor approved by Council.

This additional height above view cone 9.2.1 within the view shadow of the Scotia Tower is to be assessed by an expanded Urban Design Panel incorporating the higher building review process and assessment (which includes increased standards for architectural excellence and green building performance, particularly in terms of energy performance). See further commentary under RZ Condition 11 – page 7, Urban Design Panel Minutes - page 11, and Sustainability commentary - page 10.

Subsequent to the general form of development supported at the time of rezoning, design development has resulted in a further increase in height to 136.91 m (449.18 ft), 0.71 m (2.3 ft.) beyond what the CD-1 By-law made provision for. Staff are seeking compliance with the maximum permitted height, see Standard Condition A.1.1.

● **Response to Rezoning Conditions:**
(Italicized Conditions and numbering references are from the Rezoning Report)

Urban Design – Residential Building

11) Design development to the upper portion of the building to further refine and enhance its architectural contribution to the city skyline and the public view corridor.

Note to Applicant: Service equipment including window washing infrastructure and the proposed cell tower and antennae elements are not supportable incursions into the view corridor or beyond the view shadow of the Scotia Building.

Applicant's Response: The top of the Residential Tower is sculpted to avoid encroachment into the View Cone, and to stay within the limits of the View Cone Shadow created by the Scotia Tower. There is an unperceivable 3'-6" encroachment into the View Cone above the Scotia Tower, but View Analysis shows that it does not compromise the integrity of the protected public view of the North Shore Mountains.

There is no wireless infrastructure planned above the Tower, within the View Cone.

Building maintenance equipment will consist of temporary davit arms to wash windows and maintain the facade.

Staff Assessment: The applicant has demonstrated that the upper portions of the building sites within the view shadow of the Scotia Tower, except for the additional 0.71 m in height above the maximum height permitted within the by-law. The Urban Design Panel supported the proposal and considered its architectural contribution to the skyline to be an enhancement. However, the panel considered the chamfered component of the upper massing to be incongruent with the composition of the other more significant massing components. Staff are recommending design development to better reconcile this aspect of the upper massing within the overall composition of the upper tower massing components, with a less direct reference to the view cone geometry.

12) Design development to further refine the detailing of the residential tower facade to fully demonstrate the design intent of the horizontal and vertical solar shade fins in combination with the mullion details, glass color and transparency, fritting and expected energy performance.

Applicant's Response: The Consultant Team is working with a Curtain Wall Manufacturer in a Design Assist, so that that the design intent is fully realized in the execution of the work. The envelope performance used as the basis of design for the Energy Modeling for ASHRAE 90.1 will be re-modeled by the Curtain Wall Manufacturer to confirm the overall performance of the specific product.

A sample of the glass, along with the Performance Criteria will be submitted.

Staff Assessment: The applicant has provided detailed information describing the double glazed curtain wall system, vertical laminated glass sunshades with a printed wood veneer interlayer, horizontal aluminum sun shades and tempered glass panels for the architectural frame system. Staff are satisfied that the both the quality and execution of the palette of materials proposed achieves the desired architectural and energy performance.

13) *Design development to delete the proposed building encroachments (residential building) on both Robson and Richards Street.*

Applicant's Response: The proposed building encroachments on both Robson and Richards Streets have been deleted.

Staff Assessment: This condition has been satisfied.

14) *Design development to enhance the livability and privacy of the lower units facing the lane across from the existing TELUS facility.*

Note to Applicant: Given the close proximity of these units to the existing building, their primary orientation should be optimized towards Robson Street. Alternatively office space would be a supportable use on these lower floors.

Applicant's Response: The Residential Tower is angled away from the Lane towards Robson Street, with the closest portion of the Tower being adjacent to the Building C (Atrium) of the existing TELUS Facility. This Atrium space is located on the 3rd storey, well below the lower residential units starting on Storey 4 (the Retail Podium has a high floor to floor).

The flanking TELUS Buildings A/B and D/E have primarily blank shear wall facades facing the Lane as part of a recent seismic upgrade. This combined with the fact that TELUS is also slowly decommissioning this Office space for future data equipment, certainly contributes to the livability and privacy of these the units.

Staff Assessment: While the location and configuration of the lower residential units has not changed significantly from the rezoning stage, better information has been provided in understanding the interface with the existing building. Staff are satisfied that the concerns and issues around livability and privacy for these lower units is acceptable.

15) *Design development to improve the Robson Street retail continuity by relocating the residential lobby to Richards Street.*

Applicant's Response: The Residential Lobby has been moved to Richards Street.

Staff Assessment: The relocation of the residential entrance has significantly improved the Robson Street retail frontage allowing for a second floor retail entry. Staff are satisfied that this condition has been met.

16) *Delete all signage located above the third level for this development. All signage shall comply with the Sign By-law.*

Applicant's Response: No signage will be above the 4th storey, which is the start of the Residential. The 3rd storey is Retail and requires signage for wayfinding.

Not all signage will comply with the Sign By-law, and if required that signage will go to the Board of Variance and be reviewed for it's own merit. It is hoped however that a Comprehensive Signage Plan submitted as part of the Rezoning will facilitate City Staff review, comment and ultimately support.

Staff Assessment: This condition has been met, noting the applicant intends to pursue variances from the Sign By-law under a separate process.

17) *Identification on the plans and elevations of the built elements contributing to the residential building's sustainability performance in achieving LEED® Gold.*

Note to Applicant: Provide a LEED® checklist confirming LEED® Gold performance and a detailed written description of how the above-noted points have been achieved with reference to specific building features in the development. Both the checklist and description should be incorporated into the drawing set. Confirmation of LEED® registration is also required.

Applicant's Response: Identification of Building elements that contribute to the Residential Tower's sustainability performance for LEED Gold are outlined in Section 4.4 of the Report, including the LEED Scorecard and confirmation of registration.

Staff Assessment: This condition has been satisfied including registration with the Canadian Green Building Council (ID#15077)

● **Other Issues:**

Seymour Street Elevation: The proposal has been shaped and expressed to respond to its unique context, particularly on the Richards Street and Robson Street elevations, the Urban Design Panel expressed concern about the Seymour Street elevation not only about its visual quality but also its passive design performance. Staff are recommending design development to enhance this façade's overall composition, including consideration to introduce color and/or warmer materials treatments (See Recommended Condition 1.2).

Residential Entry/Tower Relationship to Grade: With the positive results to Robson Street with relocation of the residential entry to Richards Street, the urban design panel noted that the residential

entry lacks signification and integration with the tower above and suggested that this could be resolved by bringing the tower to grade to demark the residential entry. Staff are recommending design development to improve and strengthen the prominence of the residential entry (See Recommended Condition 1.3).

Architectural Lighting: The applicant is proposing non-colour non-programmable lighting integrated into the building design in three areas, soffit of the tempered glass frames, the onyx panels and tree up-lights. Staff are supportive of the integration of architectural lighting treatments but note that there may be livability conflicts with the soffit lighting for both the residential occupants of the proposed building as well as other nearby residential buildings. Staff are seeking design development to ensure that the lighting will minimize its impact and more information regarding the intensity and potential impacts that this lighting may generate including its hours of operation (See Recommended Condition 1.4).

Interface with Kingston Hotel: The adjacent building located mid-block at 757 Richards Street is an existing four storey building containing restaurant uses at grade and hotel rooms on the upper three floors. Staff have been in discussions with this property owner about the potential redevelopment of this site under the current zoning provisions of the ODP for a larger hotel building. The existing hotel rooms are oriented to shared property line between these two sites. This development application proposes an intake air vent for the residential building at level 2, immediately adjacent to the Kingston Hotel. Staff are seeking provision of an acoustical report assessing noise impacts and recommendations for noise mitigation measures to address the potential direct impacts the residential intake vent may have given its proximity to the Kingston Hotel existing hotel rooms. Staff believe this will also serve to address any noise impacts with any future development that may be forthcoming on the Kingston Hotel site (See Standard Condition A.1.12).

Staff note, as per a condition of rezoning, the applicant has provided for knock out panels within the lower levels of the parkade to allow for future parking access onto the Kingston Hotel site, if this site pursues redevelopment (See Standard Engineering Condition A.2.1).

● **Sustainability:** This re-zoned site is subject to both the rezoning Policy for Greener Buildings and the Rezoning Policy for Greener Larger Sites (EcoCity Action A-2).

The Rezoning Policy for Greener Buildings, based on the time of its application, requires that the buildings achieve a minimum LEED Gold, with minimum required target points for energy performance (6), water efficiency (1) and storm water management (1). The policy also requires the project be registered with the Canada Green Building Council. The applicant is proposing LEED Gold.

The application includes a preliminary LEED scorecard, which conforms to the Rezoning policy, indicating that the project could attain 65 points, and therefore, would be eligible for a LEED Gold rating. A rezoning condition was provided requiring the applicant to demonstrate, through the development permit stage, that the project is on track to achieve the required LEED Gold target. The submitted documentation provided has satisfied this requirement.

This site is also subject to the Rezoning Policy for Larger Greener Sites as the new development parcels combined with the existing Telus building site exceeds the 2 acre threshold for policy application. The policy is designed to achieve higher sustainability outcomes on site developments through the exploration and implementation of district and renewable energy opportunities, sustainable site design, green mobility and clean vehicles strategies, sustainable rainwater management, solid waste diversion strategies; and, strategies to ensure housing affordability & housing mix. The continuums of these rezoning objectives and requirements, as part of the detail design are summarized below.

Sustainable Site Design: The residential building includes passive design treatments which includes sunshades responding to the unique orientation and requirement of each façade and balconies to

address some solar shading on its southerly orientation. Roof decks have bee designed to accommodate some outdoor green space. Staff are requesting further design development to provide opportunities for urban agriculture (See Standard Condition A.1.15).

Sustainable Housing Affordability and Housing Mix: The distribution of units types range from 1 to 4 bedroom units for a total of 428 units. The number of two or more bedroom units proposed is greater than 50 %. Staff are satisfied that this distribution and choice of unit type housing mix meets the intended objective.

Green Mobility and Clean Vehicle Strategies: A Green Mobility and Clean Vehicle Strategy has been provided and Staff are currently reviewing the applicant's strategy to prioritize sustainable modes of transportation and will continue to work with the applicant on meeting the objectives of the EcoCity Action A-2 Policy. The provision of bicycle wheel ramps to the stairs that access the bicycle storage area is required as a deliverable for this strategy (See Standard Engineering Conditions A.2.3 and A.2.18).

Sustainable Rainwater Management: Site design has been satisfied by providing high efficiency irrigation system and Engineering has worked with the applicant to provide target goals for the post development runoff water quality levels and volumes (see Engineering Conditions A.2.25 and A.2.26).

Solid Waste Diversion Strategies: Staff are awaiting the applicant to provide a solid waste strategy plan to propose sustainable options and alternatives in solid waste management. Staff will continue to work with the applicant to provide direction on meeting the goals of EcoCity Action A-2 (See Engineering Condition A.2.3).

District and Renewable Energy Opportunities: The applicant has incorporated design provisions for a central energy plant and extensive low-grade heat recovery within the development to maximize energy sharing between buildings and further reduce thermal energy demands of the development. The applicant anticipates that roughly 95% of the thermal energy demands of the development will be met through internal heat recovery. Additionally, to satisfy the requirement under EcoCity Action A-2 to assess and support district energy opportunities, the central energy plant will be designed to be compatible with and connectable to a hot water distribution district energy system. Provisions requiring district energy connectable design are included in Appendix C.

● **Conclusion:** Staff are confident that the proposal has undergone a thorough review and design refinement process and considers the current proposal to be supportable and the upper tower massing will be an improvement to the view of the skyline. The proposal integrates high quality materials and sustainability features contributing to the city's Green Building objectives. Staff recommend approval subject to the conditions in this report.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on January 11, 2012, and provided the following comments:

EVALUATION: SUPPORT (10-0)

- **Introduction:** Ms. Molaro, Development Planner, introduced the proposal for just under one million square feet of a mixed-use office and residential project. She described the context for the area noting the existing Telus facility and other highrise and office buildings in the area. The development will replace the two existing parkades along Richards Street with a 21-storey office tower on West Georgia and a 46-storey residential tower and retail podium on Robson Street

wrapping around Richards Street. The existing White Spot restaurant on the north end of Seymour Street will also be replaced by an extension of the office block over the lane creating a covered plaza with some retail functions oriented onto it.

The existing Telus building (William Farrell Building) on the Seymour Street frontage will be upgraded and expanded. That proposal will proceed later under a separate development application.

The lane was also reconfigured through the rezoning to divert onto Richard Street allowing for its closure at the north end at Georgia Street for an expanded plaza. The lane is also envisioned as an active pedestrian animated area with active uses as well required service functions. The Kingston Hotel, on Richards Street will remain as it is, separately owned.

This application is a development permit application following the Rezoning that Council approved at a Public Hearing last September. The Panel reviewed and supported the proposal noting a few items needing improvement.

Residential Building:

Ms. Molaro noted that the CD-1 By-law permits a height of 125.7 meters which is to the underside of the view cone. However the height can be increased to a maximum building height of 136.2 meters for a building located in Sub-area A (residential building) and if the building does not further block a view corridor approved by Council and that sits wholly within the view shadow of the Scotia Tower. She added that this detailed assessment was to occur as part of the more detailed development application process including an expanded High Building Urban Design Panel and is the reason for two the additional Panel members present at this review.

Ms. Molaro described the aspects of the High Building Policy that applies to this site:

1. Higher buildings must establish a significant and recognizable new benchmark in architectural creativity and excellence while making significant contribution to the beauty and visual power of the city's skyline; and
2. Higher buildings should demonstrate leadership and advances in sustainable design and energy consumption.

Ms. Molaro noted that the rezoning condition of approval is seeking "*design development to the upper portion of the building to further refine and enhance its architectural contribution to the city skyline and the public view corridor*".

Ms. Molaro explained that staff have also requested that service equipment including window washing, cell tower and antenna elements are not supportable incursions into the view corridor or beyond the view shadow of the Scotia Building. The proposal is optimizing its position in front of the Scotia Tower on the upper floors by stepping to maintain and respect the view corridor height limit and to take advantage of the foreshadow of the Scotia Tower, which is an existing encroachment into the view cone.

The general massing of the tower and its relationship to other residential buildings including neighbourliness view and shadow impacts were assessed at the time of the rezoning and supported by the Panel. However the Panel did raise concerns regarding the lower units facing the existing Telus building across the lane, and there was a condition of rezoning to improve the livability and privacy for these units. The other substantive changes subsequent to the rezoning was to delete the over the street extensions for the retail podium and amenity space. As well, the residential entry was relocated off Robson Street onto Richards Street to free up the retail frontage on Robson Street.

The base podium architecture has a simplified building form but will provide visual interest through the use of random composed onyx panels. The architectural lighting strategy for the residential building has also changed. Previously there were LED lights proposed on the north side of the residential building in a long vertical strip. This raised concerns with neighbourliness to the Hermitage. The lighting strategy has been revised to place architectural lighting on the underside soffits within floating glass panel frames.

The interface with the Kingston Hotel was much discussed through the rezoning process and generally the response provided is working.

Ms. Molaro stated that the applicant provided a detailed sustainability analysis along with a very clear graphic presentation on how the building design was addressed regarding achieving LEED™ Gold. She also described the proposed materials, noting the double glazed curtain wall system and spandrel, vertical laminated glass sunshades with a printed wood veneer interlayer, horizontal aluminum blades as part of the glazing system.

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

Residential Building

- does the proposed building design achieve the desired significant and recognizable new benchmark for architectural creativity and excellence, while making an enhanced architectural contribution to the city skyline and public view corridor
- does the proposed building demonstrate leadership and advances in sustainable design and energy consumption in achieving LEED Gold
- detailed material treatments of the building enclosure including vertical and horizontal shade fins, mullion details, onyx panels etc.
- livability and privacy of the lower units facing the lane across from the existing TELUS Building (*note: proposed changes to the existing William Farrel Building anticipated through the rezoning process are not yet secured through a development application*)
- building's architectural lighting strategy

Landscape and Public Realm Treatments

- integration of the lane with active uses as part of an expanded public realm as a connection between Robson Street and Georgia Street
- green roofs, public realm interface, landscape treatments

Ms. Molaro took questions from the Panel.

- **Applicant's Introductory Comments:** Gregory Henriquez, Architect, further described the proposal. He wanted the Panel to know that the client did not want to see these as two separate buildings but to see them as one united block that is a series of distinct separate elements, pavilions, components which together will read as a complete and cohesive entity. He noted that at rezoning they hadn't given as much attention to the massing of the buildings as a whole. He added that there has been a growth in the design since then. The first four storeys of the residential building were criticized at rezoning as being too blocky. They tried to break down the massing of the building and as well to have a more simple but bold expression for the base. They wanted to have a modern expression to the base using aluminum fins that support onyx laminated on glass. This will make for 40% transparency and 60% translucency in the retail which wraps the entire block on Robson Street. One of the changes was with the expression of the residential "boxes". The idea was to pick up the same glazing details used in the vertical fins on the office building, and to bring a sense of warmth with a wood screen printed on the glass fins. Mr.

Henriquez stated that they worked with the owners of the Kingston Hotel to improve the interface to make sure the courtyard would not be overlooked from the residential units. In terms of lighting on the building it will have a more subtle expression using LED which will occur in the underside of soffits as used in other areas of the office building for a consistent expression across the entire site.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

  - Consider simplifying the colour palette perhaps by using only one colour of onyx;
  - Consider how the lighting strategy might impact the residents in the residential tower;
  - Consider improving the residential entry;
  - Design development to the balconies and elevation treatment on Seymour Street.

- **Related Commentary:** The Panel supported the proposal and thought it was a great presentation.

  The Panel noted that the general massing was established at the rezoning with a minor intrusion into the view cone. The Panel thought the Robson Street corner was much improved and acknowledged that the applicant had incorporated their previous comments into the design. The Panel was supportive of the small intrusion into the view cone.

  Most of the Panel thought there were some positive moves in terms of clarifying the approach to the different elements but thought the expression could have some further design development. A couple of Panel members thought that in order for the big moves to read, the resolution needed to be simplified. However they appreciated the boldness of the tower. The Panel thought the retail podium had been well done with a couple of Panel members mentioning that they thought there should be a moment where the tower comes to grade.

  Several Panel members noted that the lighting strategy had been paired back and will be more subtle which they thought was the right way to go. However a number of Panel members thought it was less playful and fun and encouraged the applicant to make it as exciting as possible. Several Panel members had some concerns with the possible impact of the lighting on the units in the building particularly those units below the illuminated soffits.

  The Panel had some minor concerns especially with the proximity of residential tower across the lane to the existing Telus building, and thought the applicant needed to consider future development of that existing building. Some of the Panel was concerned with the depth of the lane but applauded the efforts to animate the lane. They agreed that the detailing would be important. Several Panel members thought some design development should be done on the balconies and general elevation composition on Seymour Street to add some richness. Perhaps the wood soffits could be brought back into the design.

  Most of the Panel liked the creativity in the architecture with the use different materials, sun shades and the onyx. A couple of Panel members thought the applicant might want to use only one colour of the onyx considering there will be more variation because of the lighting behind the glass, and within the material itself. However, other members of the Panel thought the two colours brought a richness to the façade. They also thought the colour palette was a bit subdued and suggested the applicant take another look. Some noted the Seymour Street elevation doesn't seem to have the same "punch" as the Robson Street side.

  The Panel supported the landscape plans and liked the design for the public realm. One Panel member thought it was a little tight on Robson Street and thought that the excitement needed to happen between the curb and the building. Several Panel members thought that moving the

Robson Street entry around the corner and making the retail continuous was a good idea, however they thought it could be further improved. One Panel member suggested that part of the tower facing the blank wall could have some greenery added to that wall. There were several Panel members who thought the public space on Georgia Street felt tight and should have more breathing room.

The Panel applauded the applicant for pursuing LEED™ Gold with several members suggesting the applicant achieve LEED™ Platinum.

- **Applicant's Response:** Mr. Henriquez thanked the Panel for their great comments. He said they were two or three points off of making LEED™ Platinum and would be spending some time to see if they can make that instead. He added that they have some ambitious ideas for the public art.

ENGINEERING SERVICES

The proposal for a 46 storey residential tower with commercial/retail uses at grade includes vehicle access off Richards Street. While Richards Street is a bike route, access from Robson Street is unsupportable due to the high level of pedestrian conflict with one of the City's busiest pedestrian corridors. The development of both the residential tower (775 Richards Street) and the office tower (520 W. Georgia Street) will reduce the number of overall vehicle crossings on Richards Street from 4 to 2.

Loading for the retail components of 775 Richards Street will be primarily accessed off the lane from Richards Street. Due to the anticipated larger Class C loading demand for the site an additional access is being supported off Robson Street, however limited to non-peak times. Mechanical bollards are required to be installed and operated to the satisfaction of the General Manager of Engineering Services to limit loading access to periods of low pedestrian activity and reduce the amount of pedestrian conflict. Staff require design specifications and arrangements to secure the maintenance and operations for the mechanical bollards (see Standard Engineering Conditions A.2.10 and A.2.11).

Staff seek further information on the Class C loading space in addition to a Loading Management Plan to assess the requested relaxation to the standards of the Parking By-law (see Conditions A.2.12 & A.2.13). Adjustments are required to improve the curb radius at the northwest corner of Robson Street and Richards Street to accommodate the anticipated loading vehicles to the Robson Street lane access (see Standard Engineering Condition A.2.14).

The development application seeks 58 additional office parking spaces to be located in the parkade of the residential tower. Staff seek confirmation of the intended users (William Farrell Building or Telus Garden Building) of these spaces and that appropriate legal arrangements be made to secure the off-site parking spaces and access to and through the residential parkade (see Standard Engineering Condition A.2.9).

The Kingston Hotel at 757 Richards Street is located mid-block on Richards Street and thus adjacent to both the residential and office building. To preserve the developability of the Kingston Hotel a number of provisions are required to ensure that access and services can be delivered to the site. Arrangements are required for knock-out panels and service needs for loading and garbage pick-up, subject to the Kingston Hotel's confirmation (see Standard Engineering Conditions A.2.1, A.2.12, and A.2.24 refer, respectively.

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

SOCIAL INFRASTRUCTURE

Children's Play Areas and Amenity Rooms

The proposed 46 storey tower, includes 228 units with two or more bedrooms (51% of total units) which may be suitable for families with children. The City's High Density Housing for Families with Children Guidelines are therefore applicable to the development.

An amenity room /gym, with an adjacent outdoor kitchen and dining terrace, outdoor pool and hot tub is proposed for the 3rd floor. Design development is needed to the residential amenity/gym to ensure that it can function as a multi-purpose room for residents by adding a kitchenette, storage closet, and accessible washroom (equipped with a baby change table) (See Standard Condition A.1.22).

The proposed common outdoor amenity areas do not presently include any areas suitable for creative and active play for children. Design development is needed to either the 3rd floor "extensive green roof', adjacent to the indoor amenity area, or alternatively, to the proposed 3rd floor "amenity terrace" to include a soft/resilient surface play area suitable for children's play activity. The design of the children's play area should be accessible and secure, and allow for overlook and physical connections between the amenity space and the children's play area (See Standard Condition A.1.23).

Urban Agriculture:

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The Urban Agriculture Guidelines for the Private Realm encourage edible landscaping and shared gardening opportunities on private land. Plans for 775 Richards Street incorporate planters which could accommodate edible landscaping or urban agriculture activity on the level 4 outdoor amenity area.

Provisions for on-site composting, tool storage, hosebibs and a potting bench is needed to support urban agricultural activity. Design development is needed to include edible landscaping and the necessary infrastructure to support urban agriculture activity (See Standard Condition A.1.24).

PROCESSING CENTRE – BUILDING

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Processing Centre-Building staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

NOTIFICATION

On December 23, 2011, a total of four development application site signs were erected in various locations around the entire Telus Block which advised the public that both DE415285 and DE415286 have been submitted for consideration following the previous Rezoning approval.

On January 5, 2012 a total of 1727 notification postcards were sent to neighbouring property owners advising them of both applications(DE415285 and DE415286) and offering additional information on the city's website.

To date, two responses have been received which noted overall support for the proposal, but a general concern about the scale of architectural lighting proposed and the lack of parking in the area surrounding the site.

Staff response:

Architectural lighting: Staff are seeking more information on the intensity and quality of the proposed lighting to achieve a non-impactful effect for nearby residents. Clarification of intended operating hours is also being sought (see Recommended Condition 1.4).

Parking: Staff believe the area is sufficient in meeting the demands of parking in the area and that the standards prescribed in the Parking By-law meet the additional demands impacted by new development. This development application is exceeding the minimum requirements by the Parking By-law.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires decisions by both the Development Permit Board and the Director of Planning.

Staff committee has considered this application and supports the proposal with the conditions contained within this report.

J. Greer
Chair, Development Permit Staff Committee

A. Molaro, MAIBC
Senior Development Planner

T. Chen
Project Coordinator

Project Facilitator: D. Autiero

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

A.1 Standard Conditions

A.1.1 reduction of the height of the building to be no more than 136.2 m, in accordance with the requirements of the draft CD-1 By-law that governs this site;

Note to Applicant: Confirmation is required by means of additional documentation showing that the proposed height of the tower to be wholly within the view shadow (as defined in the CD-1 By-law that governs this site), of View cone 9.2.1.

A.1.2 provision of a minimum 4 724 m^2 of commercial use in accordance with the CD-1 By-law that governs this site. It should be noted that shipping and receiving offices are not excluded from the computation of floor area;

Note to Applicant: The provision of additional commercial space may incur additional requirements in the Parking By-law. As well, the overall floor area for Sub-area A must also be adhered to when meeting the minimum commercial floor area requirements.

A.1.3 provision of the minimum required number of Class A bicycle spaces in accordance with Section 6 of the Parking By-law;

Note to Applicant: The provision of Class A bicycle spaces within the ensuite residential storage rooms does not meet Section 6 of the Parking By-law. Consider extending the proposed bicycle parking area in the parkade further into the open to below area. Design development may be required to provide adequate headroom in the proposed bicycle room extension, while still maintaining a minimum 4 m of headroom clearance for the Class B loading area below.

A.1.4 details of bicycle rooms, in accordance with Section 6 of the Parking By-law, that demonstrate the following:

- a minimum of 20 percent of the bicycle spaces to be secured via lockers;
- a maximum of 30 percent of the bicycle spaces to be vertical spaces;
- a provision of one electrical receptacle per two bicycle spaces for the charging of electric bicycles;
- clothing lockers for Class A bicycle parking for non-residential uses; and,

  Note to Applicant: An insufficient amount of clothing lockers are proposed. Where Class A bicycle spaces are required for non-dwelling uses, shower and change facilities are also required in accordance with Table 3.7.2.11 of the Vancouver Building By-law. Although this is a Building By-law requirement, this space must also be shown in order to prevent further space challenges in the floor plans.

- a physical separation of the bike rooms to show not more than 40 bicycles per room for safety and security reasons;

  Note to Applicant: The plans must show separations using proper architectural graphics. The proposed separations are unclear as to its intended purpose.

A.1.5 provision of a minimum of 15 disability spaces designated for residential use;

Note to Applicant: These spaces must be for the sole use of the residential users and not for other uses. Currently, 14 disability spaces are shown shared between the Telus and the residential use.

A.1.6 provision of a physical separation between the retail parking, the parking dedicated to Telus users, and the residential use by means of a security gate, or other means of separation;

Note to Applicant: All parking stalls must be demarcated and identified to their respective uses.

A.1.7 Denotation on the plans of two car share spaces and vehicles;

Note to Applicant: Currently all five car share spaces and vehicles as required in the conditions of the rezoning approval, are denoted in the residential tower. Staff is seeking two of the five spaces and vehicles to be located in this development. Additional requirements regarding the securing of these spaces and vehicles will be required pursuant to the conditions of rezoning.

A.1.8 design development to relocate the vista switche to a location fully within the building site;

Note to Applicant: Vista switch is not to be located within the expanded public realm of the street (see Standard Engineering Conditions A.2.5).

A.1.9 provision of details of the amenity room and outdoor space as shown on Level 3;

Note to Applicant: Information is required on the potential users of the amenity room and outdoor space, as they appear to be contiguous with the adjacent CRU/Yoga studio space. In order for the proposed amenity spaces to be excluded from the computation of floor area, the spaces must comply with the regulations for amenity room floor area exclusions.

A.1.10 confirmation that at least 20 percent of all off-street parking spaces will be available for charging of electric vehicles;

Note to Applicant: Although this is a Building By-law requirement under Part 13 of the Vancouver Building By-law, the Director of Planning is seeking acknowledgement that this condition can be met during the Building review of this development. For more information, refer to the website link: http://vancouver.ca/sustainability/EVcharging.htm

A.1.11 provision of a sealed and signed letter from a Building Envelope Professional, as defined in the Building By-law, recommending the proposed wall types, noting the requested floor space exclusion;

A.1.12 provision of an acoustical consultant's report is to be submitted that indicates the follow:

- noise impacts on the site and recommends noise mitigation measures to achieve noise criteria, to the satisfaction of the Medical Health Officer;

  Note to Applicant: Assessment shall include the residential air intake vent and its impact on adjacent Kingston Hotel. Notation shall be indicated on plans confirming that: "The acoustical measures will be incorporated into the final design, based on the consultant's recommendations as concurred with, or amended by, the Medical Health Officer."

- the acoustical measures will be incorporated into the final design, based on the consultant's recommendations as concurred with or amended by the Medical Health Officer (Senior Environmental Health Officer);

- adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and,

- mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555.

A.1.13 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impact on the building's open space and the Public Realm;

A.1.14 deletion of reference to proposed signage;

Note to Applicant: There are large vertical signs at the 2nd and 3rd levels at the Southeast and northeast corners over the Robson Street Building line, and the 2.4 m statutory right of way (sheet A1.06).

Standard Landscape Conditions

A.1.15 design development to expand resident opportunities for urban agriculture, by including edible plants with associated infrastructure in appropriate amenity areas and referencing them on the Plant List (see also conditions under Social Infrastructure);

A.1.16 design development to include opportunities for creative children's play in appropriate amenity areas (see also conditions under Social Infrastructure);

A.1.17 provision of spot elevations and grading information at all changes in grade, including entries, stairs, seat walls, planters and other landscape features;

A.1.18 provision of larger scale (1/2"=1') section/elevation details to illustrate proposed landscape elements including planters on structures, benches, fences, gates, arbours and trellises, and other features. Typical sections through the planted areas to be dimensioned and scaled, showing tree rootballs growing in adequate depth of soil;

A.1.19 provision of plan view and elevation of typical residential unit with vines growing on metal screen;

A.1.20 provision of a Landscape Lighting Plan;

Note to applicant: Lighting details can be added to the landscape drawings; all existing light poles should be shown.

A.1.21 provision of all landscape sheets in full-size submission package, including sheets provided in the Development Permit Report dated November 1, 2011;

Note to Applicant: All sheets should read clearly in black and white for future reproduction.

Social Infrastructure

A.1.22 design development to the residential amenity/gym to include a kitchenette, storage closet, and accessible washroom (equipped with a baby change table);

A.1.23 design development to provide a universally accessible, secure, outdoor children's play area, adjacent to the indoor amenity area;

Note to Applicant: Particular care should be given to avoid the use of toxic plants and landscaping materials in and around common outdoor amenity areas. Edible landscaping is encouraged. Play equipment is not required, and creative landscape/play features (such as balancing logs and boulders, a small/tangible water stream or feature, creative motor-skills developing features etc.) which provide a myriad of creative play opportunities for a range of ages is encouraged.

A.1.24 design development to incorporate edible landscaping and enable urban agricultural activity in planters on the 4th level outdoor amenity area by including a tool storage closet/chest, hosebibs and potting bench(es) nearby in a manner which supports urban agricultural activity by residents

Note to Applicant: Edible landscaping is encouraged in planters, and the planters should be designed to accommodate future urban agricultural activities by residents

CPTED

A.1.25 design development to respond to CPTED principles, having particular regards for:

a) theft in the underground parking;
b) residential break and enter;
c) mail theft; and
d) mischief in alcoves and vandalism, such as graffiti.

A.2 Standard Engineering Conditions

A.2.1 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to secure for Lot 31, Lot 30, and the North ½ of Lot 29 all of Block 54 District Lot 541 Plan 210 (the "Kingston Hotel"), upon future development thereof, access to and through the parkade;

Note to Applicant: Confirmation of the location of any proposed "knock-out" panel(s) on the subject site, office tower site, or both sites is required.

A.2.2 arrangements to the satisfaction of the General Manager of Engineering Services to implement the Green Mobility and Clean Vehicles Strategy that includes the requisite infrastructure where appropriate to prioritize sustainable transportation modes including walking, cycling, public transit, and provisions for low carbon vehicles (e.g., electric vehicles), and prior to Development Permit Issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

Note to Applicant: The Green Mobility and Clean Vehicles Strategy should be coordinated with the Transportation Study and Traffic Management Plan.

A.2.3 provision of a Solid Waste Diversion Strategy that addresses waste diversion in all solid waste generating activities within the development;

Note to Applicant: The strategy must identify/provide space, infrastructure and an operational approach to divert organics and recyclables from the waste stream, and minimize the vehicle trips required for collection, to the satisfaction of the General Manager of Engineering Services, and prior to Development Permit issuance the completion of any agreements required by this Strategy on terms and conditions acceptable to the General Manager of Engineering Services and the Director of Legal Services.

A.2.4 Deletion of all building encroachments onto City property, including:

a) reduction to the extent of the vertical glass fins, such that they do not encroach onto Robson Street;

Note to Applicant: See sheet A1.07 at the southwest corner of the development.

b) reduction of the door swings shown over the Richards Street 2.4 m statutory right of way area and the Robson Street Building Line to be a maximum of 0.3 m (1 ft.);

A.2.5 deletion of the portions of Vista switches shown encroaching onto Richards Street;

Note to Applicant: The switch and related works must be located entirely on private property.

A.2.6 clarification of the intended building setback on Robson Street;

Note to Applicant: Sheet A1.00 indicates a setback of 2.146 m from Robson Street. The required road dedication is 2.134 m not 2.146 m.

A.2.7 provision of design elevations adjacent to all entrances and correct design elevation on grid line E;

A.2.8 clarification of the purpose of the "Future Controller" shown onto Richards Street;

A.2.9 confirmation of the building benefiting from the office parking spaces proposed in the residential tower with arrangements made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to secure the off-site spaces and access to and through the parkade;

A.2.10 provision of design and operation specifications for the mechanical bollards proposed at the lane entrance on Robson Street, and provision of a full design including cross section drawings showing the location of water, sewer and Telus utilities underground;

Note to Applicant: The location of the proposed bollards will require consultation with the City utility branches and all affected outside utility agencies.

A.2.11 arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the ongoing maintenance and repair of the mechanical bollards proposed at the lane entrance onto Robson Street, including the terms and conditions under which they will be operated;

A.2.12 provision of a Loading Management Plan to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: This plan should:

a) identify a loading manager(s) for each of the buildings on site;

b) manage the loading needs, if required, of the Kingston Hotel and identify where such loading is to occur, and if required, confirm which building (office/residential) the loading space will be provided within, and appropriate legal arrangements shall be made for access and use of the space.

c) coordinate delivery schedules to ensure that the lane remains unobstructed and will allow adequate truck ingress to and egress from all buildings on site;

d) ensure the loading needs of the CRU's within the public plaza are met without requiring trucks to stop within the City lane as shown on the submitted plans.

A.2.13 provision of the following information regarding the Class C loading space:

a) confirmation that a WB-12 truck will be the largest intended to serve the site;

b) provision of turning swaths demonstrating the ability of a WB-12 semi-trailer to turn into the lane from Robson Street, to maneuver into and out of the intended loading space, and to turn into the lane exiting onto Richards Street.

A.2.14 provision of an improved/adjusted curb radius at the Northwest corner of Richards Street and Robson Street to accommodate trucks turning at this corner;

Note to Applicant: Work is to include all utility and pole relocations to accommodate the adjusted radius.

A.2.15 provision of signage on site to label all Class A loading spaces and the maneuvering area for the Class B trucks in the southwest corner of the P1 parking level;

A.2.16 compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The following items are required to meet the Parking and Loading Design Supplement:

- Design elevations on both side of the ramp at all break points (Section I.A)
- Improve visibility and two-way traffic flow in the main ramp (Section I.B & I.C)
- Improve overall parking layout in accordance with Section II

Contact Rob Waite of the Parking Branch of Engineering Services at 604.873.7217 for more information.

A.2.17 identify on the plans the intended location of 5 shared vehicles and share vehicle parking spaces required as a condition of rezoning.

Note to Applicant: Confirmation of the location on the subject site, residential tower site, or both sites is required.

A.2.18 provision of wheel ramps at the exit stairs leading from the area with bicycle rooms as a requirement of the Green Mobility Strategy;

A.2.19 relocation of the proposed bicycle racks from the statutory right of way area to adjacent the curb;

Note to Applicant: A separate application to the General Manager of Engineering Services is required for all bicycle racks on public property.

A.2.20 provision of a separate application to the General Manager of Engineering Services for Special surface treatment in the lane;

Note to Applicant: The landscape plan should show the proposed lane and sidewalk treatments which will be reviewed by Engineering Services.

A.2.21 indication of a standard City crossing at the Richards Street entrance;

A.2.22 provision of a crossing application to the satisfaction of the General Manager of Engineering Services;

A.2.23 provision of a canopy application to the satisfaction of the General Manager of Engineering Services;

A.2.24 clarification of discussions with the owners/operators of the Kingston Hotel regarding their garbage storage needs;

Note to Applicant: If space is required, then confirm which building (office/residential) the space will be provided within, and appropriate legal arrangements shall be made for access and use of the space.

A.2.25 confirmation that post development runoff is treated for 80% Total Suspended Solid (TSS) removal before discharging into the City's stormwater infrastructure;

Note to Applicant: The applicant is encouraged to use effective landscaping measures such as a water quality treatment pond, vegetated filter strip or other 'green' measures rather than using underground filtration systems or other mechanical forms.

A.2.26 confirmation of the post development runoff discharging into the City's storm water infrastructure to the satisfaction of the General Manager of Engineering Services;

Note to Applicant: The volume of development runoff discharged from the site should not increase from its former site use. If pre-development runoff volumes are not achievable, the applicant needs to provide sufficient information showing the feasibility and recommend targets to the satisfaction of the General Manager of Engineering Services.

B.1 Standard Notes to Applicant

B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated February 8, 2012. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.

B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **August 20, 2012**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.

B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.

B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.

B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.1.6 Details of swimming pools/hot tubs to be submitted to the Environmental Health Division and Provincial Health Engineer prior to construction.

B.2 Conditions of Development Permit:

B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good conditionmaintained in good condition.

B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.

B.2.3 In accordance with Protection of Trees By-law Number 9958, the removal and replacement of trees is permitted only as indicated on the approved Development Permit drawings

B.2.4 In accordance with Protection of Trees By-law Number 9958, all trees are to be planted prior to issuance of any required occupancy permit, or use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.

B.2.5 All approved street trees shall be planted in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good condition.

B.2.6 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.

B.2.7 Notwithstanding compliance with the conditions of approval, the Development Permit for this application cannot be issued until Council has first approved the form of development and/or enacted the CD-1 By-law.

B.2.8 This approval does not in any way constitute a representation or warranty that the necessary approval of the form of development or enactment of the rezoning will be granted by Council. All proceedings by the applicant prior to action by Council are therefore at his/her own risk.

B.2.9 Mechanical equipment (ventilators, generators, compactors and exhaust systems) shall be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555;

(Note to Applicant: In order to prevent contaminated air from being drawn into the building, all fresh-air intake portals must be located away from driveways and parking or loading areas).

B.2.10 This site will be affected by a Development Cost Levy By-law. Levies will be required to be paid prior-to issuance of Building Permits. For more information, please refer to the Development Cost Levies Information Bulletin, available at the Planning Department Reception Counter, or online at vancouver.ca/financegrowth.

Processing Centre - Building comments

The following comments have been made by the Processing Centre - Building and are based on the architectural drawings submitted for the proposed Development Permit. This is a preliminary review in order to identify issues which do not comply with the 2007 Vancouver Building By-law #9419 and its amendments. A review of compliance with Subsection 3.2.5 ("Provisions for Firefighting") of the Building By-law has also been completed.

1.* If your project requires compliance with ASHRAE 90.1 – 2007, then proof of compliance with ASHRAE 90.1 – 2007 will be required at the building permit stage.

2. At Level 1, the plans do not clearly show that there is a separation of exit stair 1 from exit stair 5, and between exit stair 2 and exit stair 6, as required by the security requirements of Sentence 3.3.6.7.(3) of the Building By-law which requires that exit stairs serving the storage garage terminate at this level.

3. The two separate Fire Department siamese connection locations would seem to indicate that there are two Fire Department response points for this building at the Level 1 floor plan. The 775 Richards Street address is the response point for the residential lobby and there is a separate response point at Robson Street for the Level 1 thru Level 3 CRU suites. It is recommended that the applicant speak directly to the Fire Department to obtain their input and assessment of the proposed Fire Department response points and access to the building.

4. The applicant must clarify whether the Level 3 amenity/gym, outdoor kitchen/terrace, and the hot tub/pool area is for the exclusive use of occupants of the residential tower or whether it is part of the CRU space in this building. Depending on this clarification, there may be issues concerning egress, exiting, and occupancy separations. The plans submitted are not clear.

5.* The hot tub/pool area does not meet the requirements for accessibility by disabled persons in Clause 3.8.2.27.(4).(e) of the Building By-law since the latched side clearance and clear and level areas at the gate located at the upper landing of the ramp are less than required by Sub-clause 3.3.1.13.(10).(b).(i) of the Building By-law.

6.* At Level 1 the rear corridor of CRU 01 and CRU 02 is a non-conforming dead end public corridor more than 6 m in length which has no means of egress at either end of the corridor. The corridor design contravenes Sentences 3.3.1.3.(9) and 3.3.1.9.(7) of the Building By-law.

7. At the Building Permit stage it must be demonstrated that the interconnection between floor levels at CRU 02 conforms to either Sentence 3.2.8.2.(5) of 3.2.8.2.(6) of the Building By-law.

8.* All floor levels of the residential multi-level penthouse suites at Levels 44 thru 46 must have elevator access as per Sentence 3.2.6.5.(4) of the Building By-law. Egress from these suites must also conform to Article 3.3.4.4 of the Building By-law.

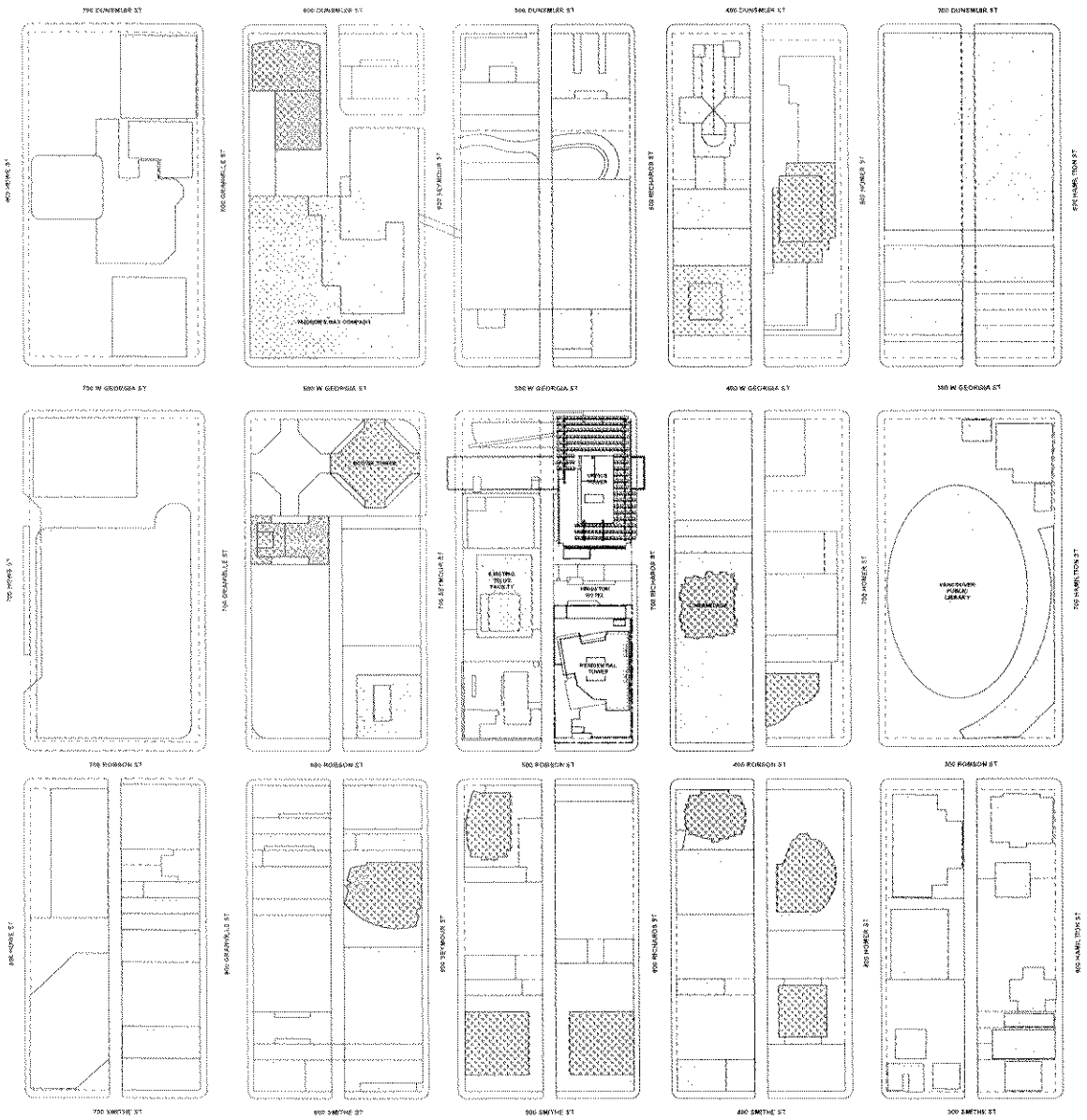
9.* At Level 46 the dead end public corridor which serves residential penthouse suites C and D is more than the maximum 6 m length permitted by Sentence 3.3.1.9.(7) of the Building By-law.

* Items marked with an asterisk have been identified as potentially serious non-conforming Building By-law issues.

Engineering Services – Neighbourhood Energy Utility (NEU)

The following comment has been provided by the Neighbourhood Energy Utility Projects (Engineering Services) which shall be satisfied as part of the Building Permit process:

1. Arrangements shall be made to the satisfaction of the General Manager of Engineering Services for confirmation that the central energy plant and mechanical HVAC systems for the development meet the required detailed design and district energy compatibility provisions. Such arrangements may include, but are not limited to, completion and certification by the design engineer of record, at the time of building permit application, of the City of Vancouver *Confirmation of District Energy Connectivity Requirements* checklist.



1 CONTEXT PLAN
SCALE: 1:750

ARCHITECTURAL DRAWING LIST

A0 - GENERAL INFORMATION AND SITE PLANS

A0.00	TITLE SHEET
A0.01	CONTEXT PLAN & DRAWING LIST
A0.02	SITE PLAN & DATA SHEET

A1 - BUILDING FLOOR PLANS

A1.00	PARKING LEVEL P6 PLAN
A1.01	PARKING LEVEL P3 & P4 PLANS
A1.02	PARKING LEVEL P5 & P6 PLANS
A1.03	PARKING LEVEL P5 & P2 PLANS
A1.04	PARKING LEVEL P3 & P1 MEZZANINE PLANS
A1.05	LEVEL 1 & 1 MEZZANINE PLANS
A1.06	LEVEL 2 & 2 MEZZANINE PLANS
A1.07	LEVEL 3 PLAN
A1.08	LEVEL 4 & 5-17 PLANS
A1.09	LEVEL 18 & 19-25 PLANS
A1.10	LEVEL 26-31 & 32 PLANS
A1.11	LEVEL 33-41 & 42 PLANS
A1.12	LEVEL 43 & 44 PLANS
A1.13	LEVEL 45 & 46 PLANS
A1.14	ROOF PLAN

A2 - BUILDING SECTIONS

A2.01	SECTIONS AA, BB & CC
A2.02	SECTIONS DD & EE
A2.03	SECTION FF
A2.04	SECTION GG
A2.05	SECTION HH

A3 - BUILDING EXTERIOR ELEVATIONS

A3.01	WEST ELEVATION - ALLEY
A3.02	SOUTH ELEVATION - ROBSON ST
A3.03	EAST ELEVATION - RICHARDS STREET
A3.04	NORTH ELEVATION

AREA - F.S.R. COMPLIANCE DRAWINGS

AREA-1.00	FSR DATA
AREA-1.05	LEVEL 1 & 1 MEZZANINE AREA OVERLAYS
AREA-1.06	LEVEL 2 & 2 MEZZANINE AREA OVERLAYS
AREA-1.07	LEVEL 3 AREA OVERLAY
AREA-1.08	LEVEL 4 & 5-17 AREA OVERLAYS
AREA-1.09	LEVEL 18 & 19-25 AREA OVERLAYS
AREA-1.10	LEVEL 26-31 & 32 AREA OVERLAYS
AREA-1.11	LEVEL 33-41 & 42 AREA OVERLAYS
AREA-1.12	LEVEL 43 & 44 AREA OVERLAYS
AREA-1.13	LEVEL 45 & 46 AREA OVERLAYS

L - LANDSCAPE DRAWINGS

L1.0	RESIDENCES GROUND LEVEL LANDSCAPE PLAN
L2.0	RESIDENCES LEVELS 2 + 3 LANDSCAPE PLAN
L3.0	RESIDENCES LEVELS 4, 42, 44 + PLANTER LANDSCAPE PLAN

TELUS
westbank

HENRIQUEZ + PARTNERS
ARCHITECTS
VANCOUVER

TELUS GARDEN
RESIDENTIAL
715 RICHARDS STREET

CONTEXT PLAN
& DRAWING LIST

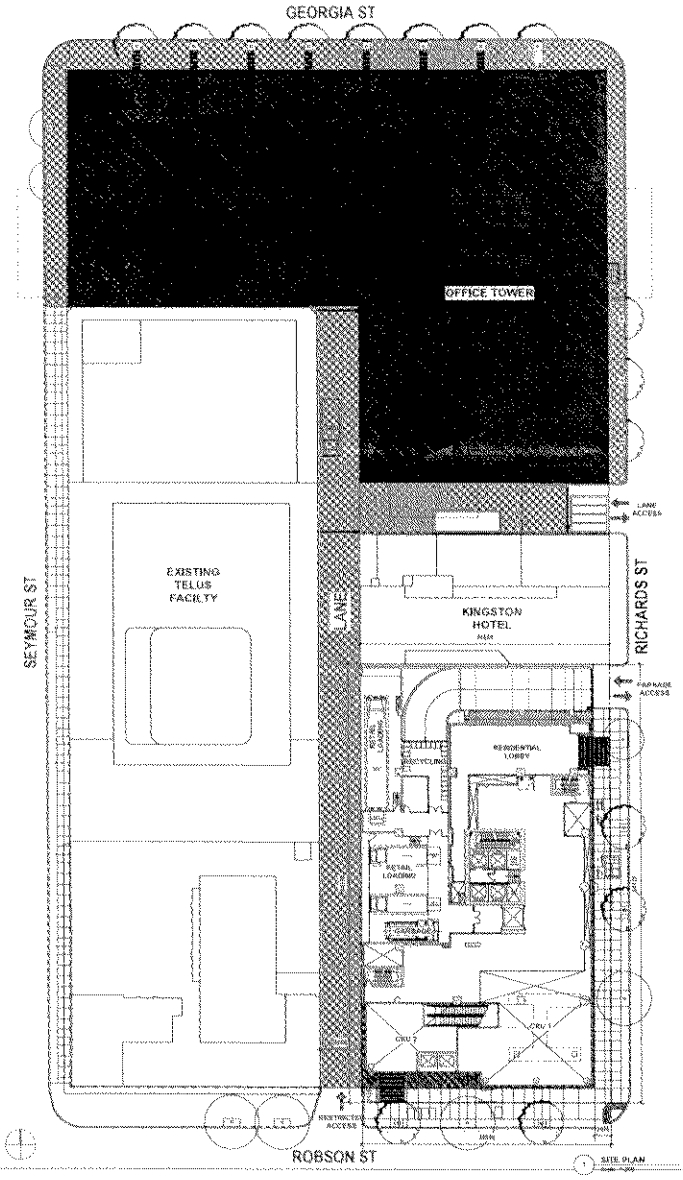
1 NOV 2012 | SR
AS NOTED | PDR/JBC

A0.01

PROPOSED FSR

	RETAIL	RESIDENTIAL	TOTAL
GROSS AREA	5,341.6 sq.m	39,563.2 sq.m	44,905 sq.m
FSR AREA	4,469.0 sq.m	37,160.7 sq.m	41,630 sq.m
SITE AREA			2,367.2 sq.m

PROPOSED FSR 17.59



SITE PLAN

SITE INFORMATION & ZONING ANALYSIS

775 Richards Street - CD-1

Legal Description:

THE EAST 10 OF LOTS 21 & 22 BLOCK 94 DISTRICT LOT 541 GROUP 1 NWD PLAN 210
LOTS 4 & 5 OF THE WEST 10 OF LOTS 23 AND 30 BLOCK 94 DISTRICT LOT 541 GROUP 1 NWD PLAN 210
LOTS 23 TO 30 BLOCK 94 DISTRICT LOT 541 GROUP 1 NWD PLAN 210
THE SOUTH 10 OF LOT 29 BLOCK 94 DISTRICT LOT 541 GROUP 1 NWD PLAN 210

Permitted Uses: Cultural & Recreational Uses, Dwelling Uses, Institutional Uses, Office Uses, Retail Uses, Service Uses

Building Height:

Base Surface = 27.00m
Top of Tower Parapet = 163.89m
Tower Height from Base Surface = 163.89m - 27.00m = 136.89m

Top of Scotia Tower View Cone Shadow = 182.99m

	PERMITTED	PROPOSED
Building Height from Base Surface	137.2m	136.89m**

** The Tower encroaches 3' (0.9m) within the View Cone Shadow of the Scotia Tower

Floor Area:

Site Area	2,367.2 sq.m	
	PERMITTED	PROPOSED
Maximum Floor Area	41,630 sq.m.	41,630 sq.m.
FSR		17.59

Setbacks:

Lane	0 m	0 m
Kingston Hotel	0 m	0 m
Richards Street	2.4m SRW	2.4m SRW
Robson Street	2.135m (7' Building Line)	2.135m

LOADING

		REQUIRED	PROVIDED
CLASS A			
Residential	428 Units		
0.01 per Unit up to 300 Units	300 Units	3	
0.008 per Additional Unit	128 Units	1	
(CD-1 Appendix A)		4	4
Retail Use			
No requirement		0	0
TOTAL CLASS A LOADING		4	4
CLASS B			
Residential	428 Units		
1 for 100-299 Units		1	
1 for 300-499 Units	428 Units	1	
		2	1
Retail Use	4,469 sq.m		
First 465 sq.m	465 sq.m	1	
Next 1860 sq.m.	1,860 sq.m	1	
Each Additional 2325 sq.m.	2,144 sq.m	1	
		3	2
TOTAL CLASS B LOADING		5	3
CLASS C			
Retail Use	4,469 sq.m		
1 for 2000 sq.m. to 5000 sq.m		1	1

CAR PARKING

		REQUIRED	PROVIDED
Non-Residential Retail	4,469 sq.m		
Minimum	1 per 145 sq.m	31	
Maximum	1 per 115 sq.m	39	27
		(21 Retail Stalls & 6 Disability counted below)	
Residential	37,161 sq.m		
Minimum	1 per 140 sq.m	265	348
		(disability stalls counted as one)	
TELUS			
Number as requested by Owner		59	58
		(53 TELUS Stalls & 2 Disability counted below)	
Total			
Minimum		296	430
		(20% of stalls will have charging receptacles)	
Disability Stalls			
Non-Residential Retail	4,469.0 sq.m		
First 500 sq.m (1)	500 sq.m	1	
Each Additional 1000 sq.m (0.4)	3,969 sq.m	2	4
Residential	428 Units		
1 Stall for first 7 Units	7 Units	1	
0.034 Stalls Each Additional Unit	421 Units	14	16

CAR PARKING DETAIL

LEVEL	USE	DISABLED	FULL SIZE	SMALL CAR	TOTAL
P1	Retail	4	15	6	25
P2	Retail/Telus	0	43	12	55
P3	Telus/Residential	13	29	9	51
P4	Residential	5	42	11	58
P5	Residential	0	48	13	61
P6	Residential	0	49	13	62
P7	Residential	0	49	13	62
P8	Residential	0	45	11	56
TOTAL		**22**	**320**	**88**	**430**

BICYCLES

		REQUIRED	PROVIDED
CLASS A			
Multiple Dwelling			
Units x 1.25	428 Units	535	**323** Provided on P1 & P2 Mezz (104 Vertical, 65 Lockers) **428** (1 Stall in each Unit's Storage Room)
Retail Use	4,469 sq.m.		
Min. 1 stall / 500 sq.m		9	9
TOTAL CLASS A BICYCLE STALLS		544	760
CLASS B			
Multiple Dwelling			
Min. 6 stalls if over 20 Units	428 Units	6	6
Retail Use			
Min. 6 stalls if over 1,000sm	4,469 sq.m	6	6
TOTAL CLASS B BICYCLE STALLS		12	12

UNIT BREAKDOWN

LEVEL	NO. OF LEVELS	1 BEDROOM		2 BEDROOM		2 BEDROOM & FAMILY		3 BEDROOM		4 BEDROOM		UNITS PER FLOOR	TOTAL
		#/FLOOR	TOTAL	#/FLOOR	TOTAL	#/FLOOR	TOTAL	#/FLOOR	TOTAL	#/FLOOR	TOTAL		
4	1	4	4	5	5	1	1	0	0	0	0	10	10
5-17	13	7	91	5	65	0	0	0	0	0	0	12	156
18	1	6	6	5	5	0	0	0	0	0	0	11	11
19-25	7	8	56	3	21	0	0	1	7	0	0	12	84
26-31	6	6	36	4	24	0	0	1	6	0	0	11	66
32	1	7	7	4	4	0	0	0	0	0	0	11	11
33-41	9	0	0	5	45	2	18	1	9	0	0	8	72
42	1	0	0	0	0	0	0	5	5	0	0	5	5
43	1	0	0	0	0	0	0	5	5	0	0	5	5
44	1	0	0	2	2	0	0	5	5	1	1	8	8
45	1	3 STOREY PH		3 STOREY PH		3 STOREY PH		3 STOREY PH		3 STOREY PH		0	0
46	1	3 STOREY PH		3 STOREY PH		3 STOREY PH		3 STOREY PH		3 STOREY PH		0	0
TOTAL			**200**		**171**		**19**		**37**		**1**		**428**

BALCONY AREA

RESIDENTIAL FSR AREA	37,161.0 sq.m
ALLOWABLE BALCONY AREA (12%)	4,459.3 sq.m
PROPOSED BALCONY AREA	4,456.0 sq.m

TELUS westbank

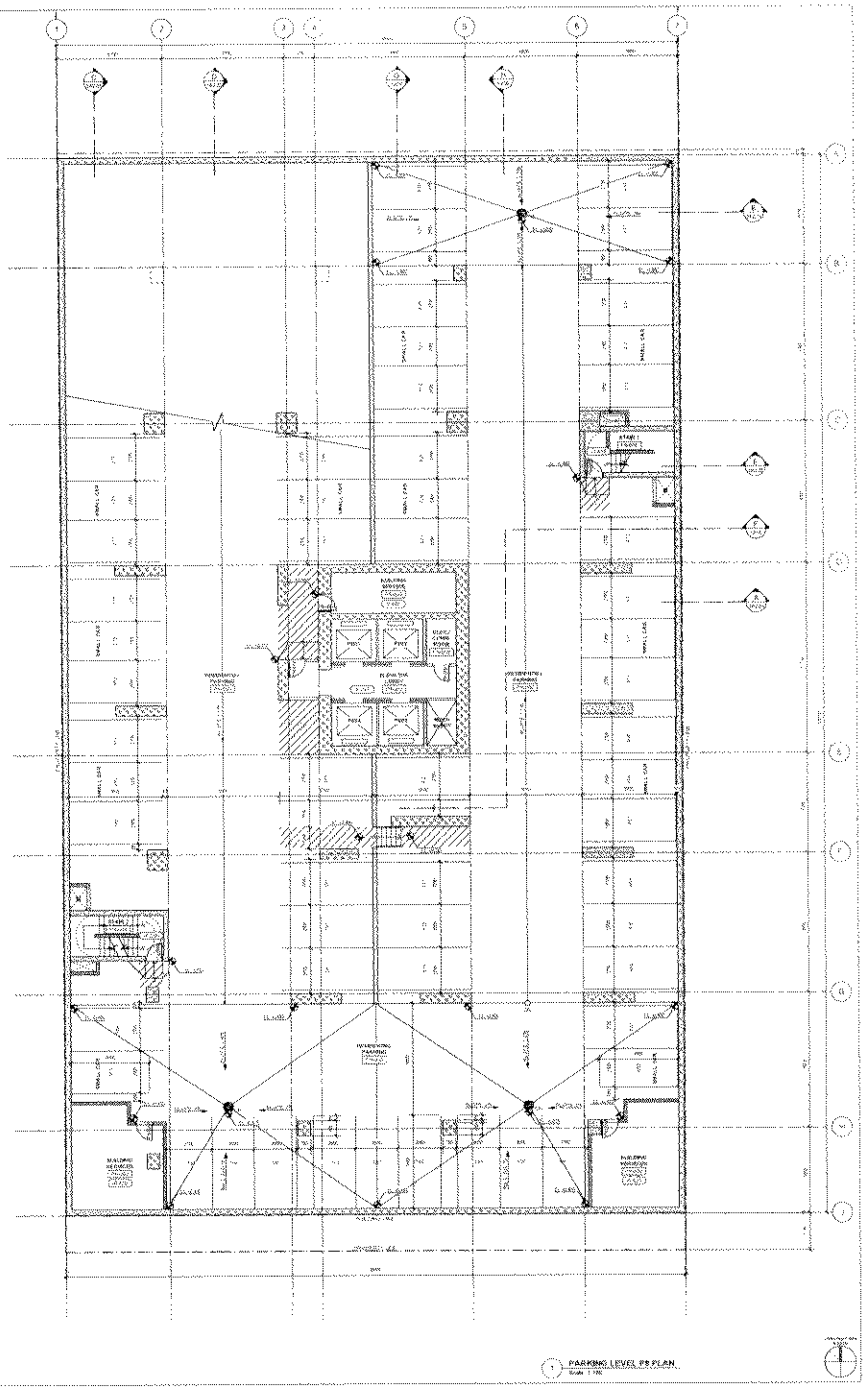
HENRIQUEZ | PARTNERS ARCHITECTS

TELUS GARDEN RESIDENTIAL
775 RICHARDS STREET

SITE PLAN & DATA SHEET

A0.02

Appendix D ; page 2 of 26



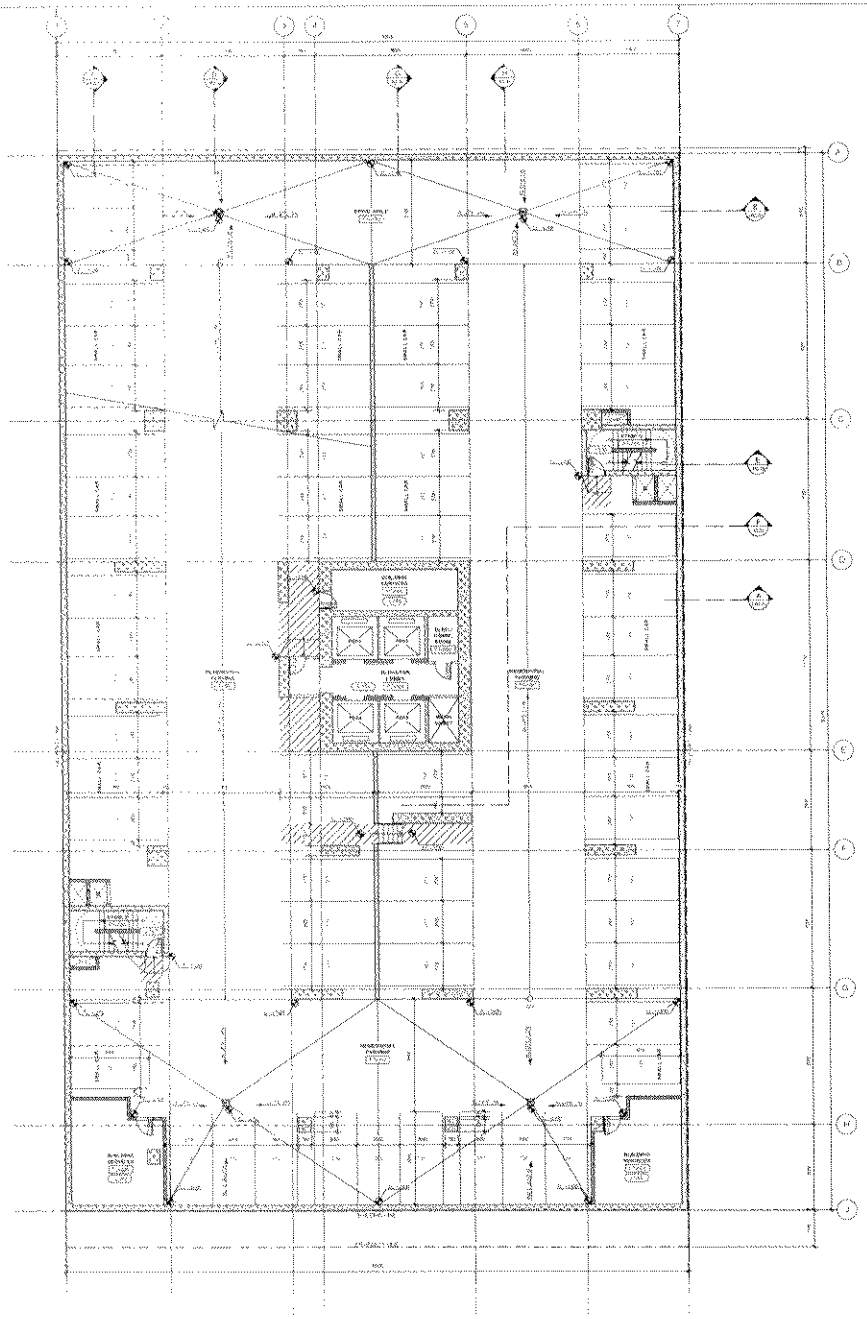
TELUS
westbank

TELUS GARDEN
RESIDENTIAL
777 RICHARDS STREET

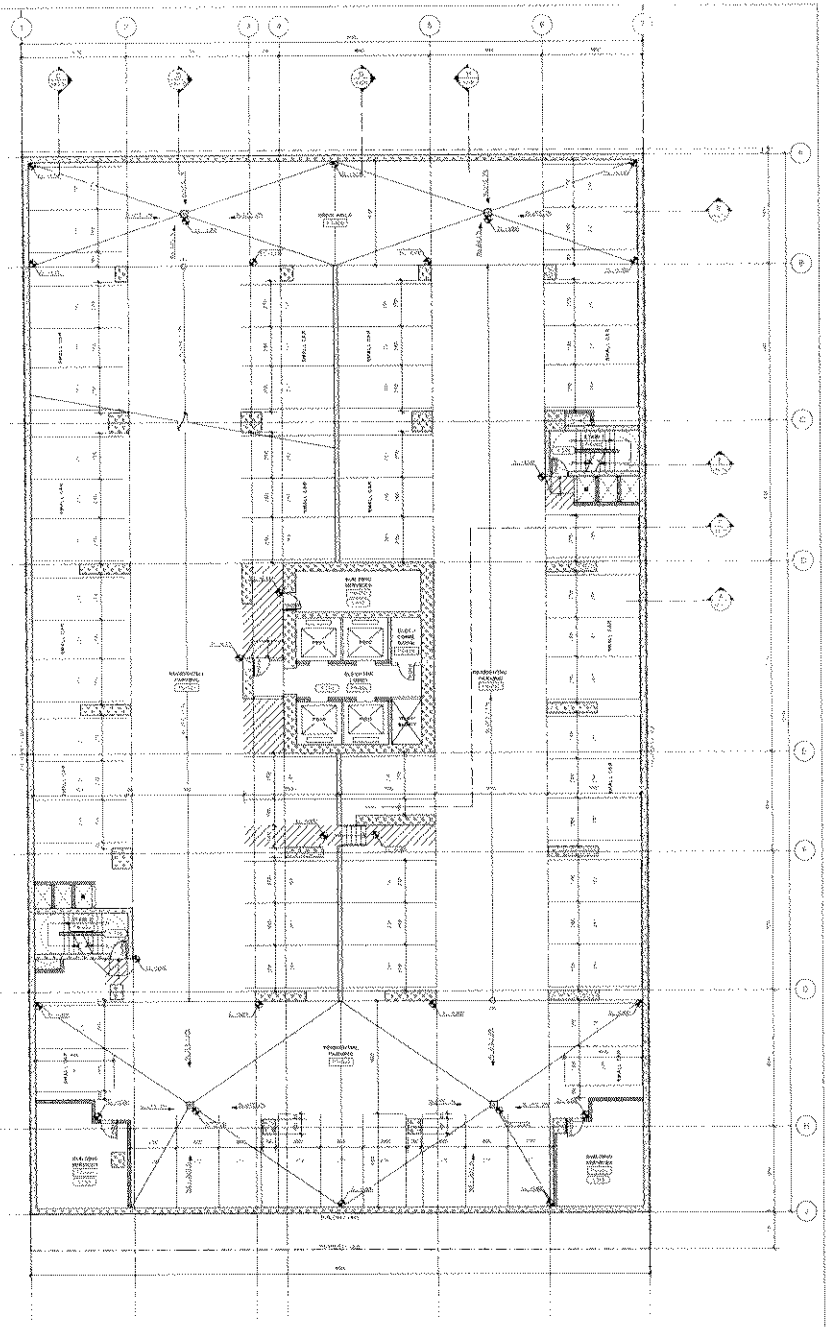
PARKING LEVEL
P8 PLAN

A1.00

Appendix D; page 3 of 26



1 PARKING LEVEL P7 PLAN
Scale: 1:100



2 PARKING LEVEL P6 PLAN
Scale: 1:100

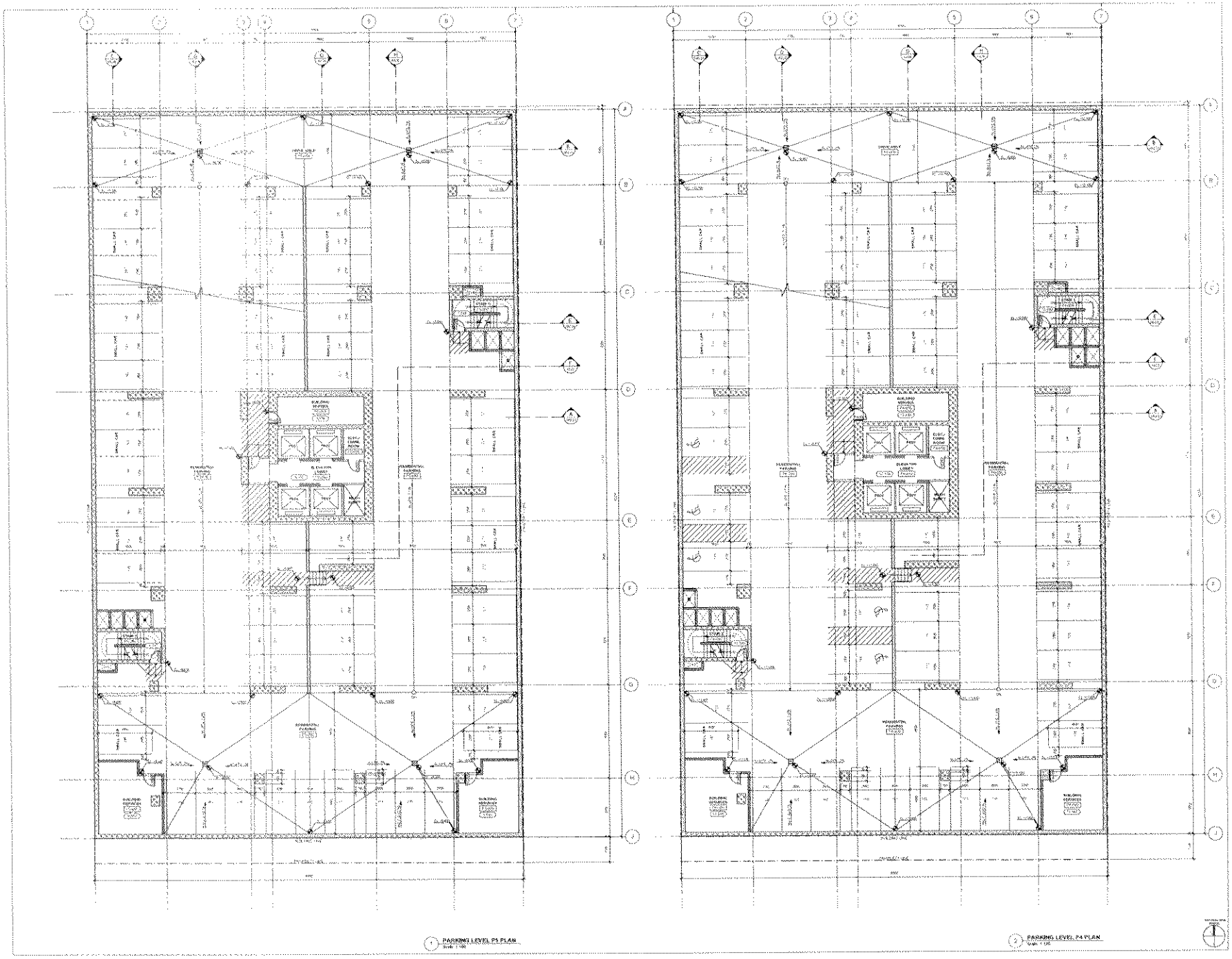
TELUS
westbank

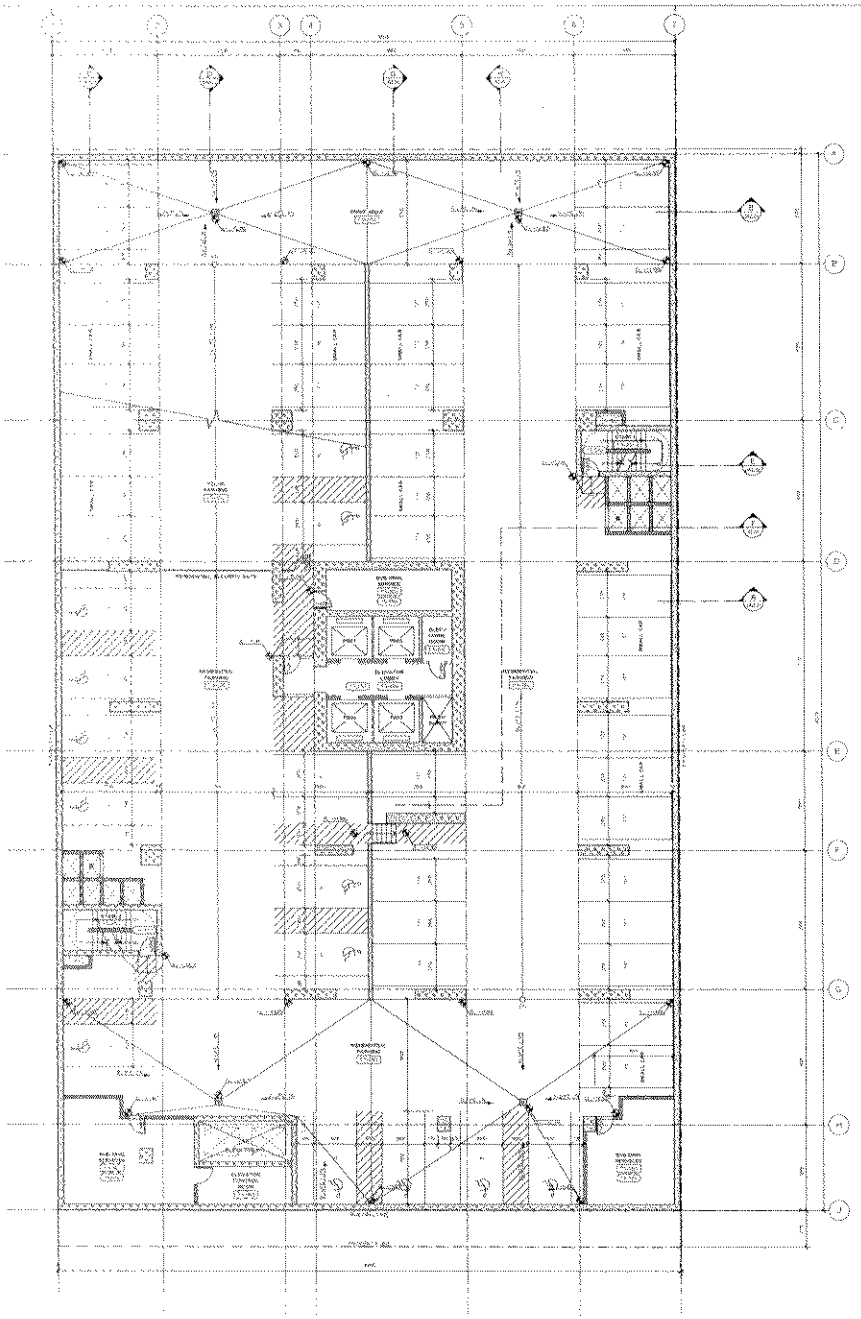
VANRIQUEZ - PARTNERS

TELUS GARDEN RESIDENTIAL
779 RICHARDS STREET

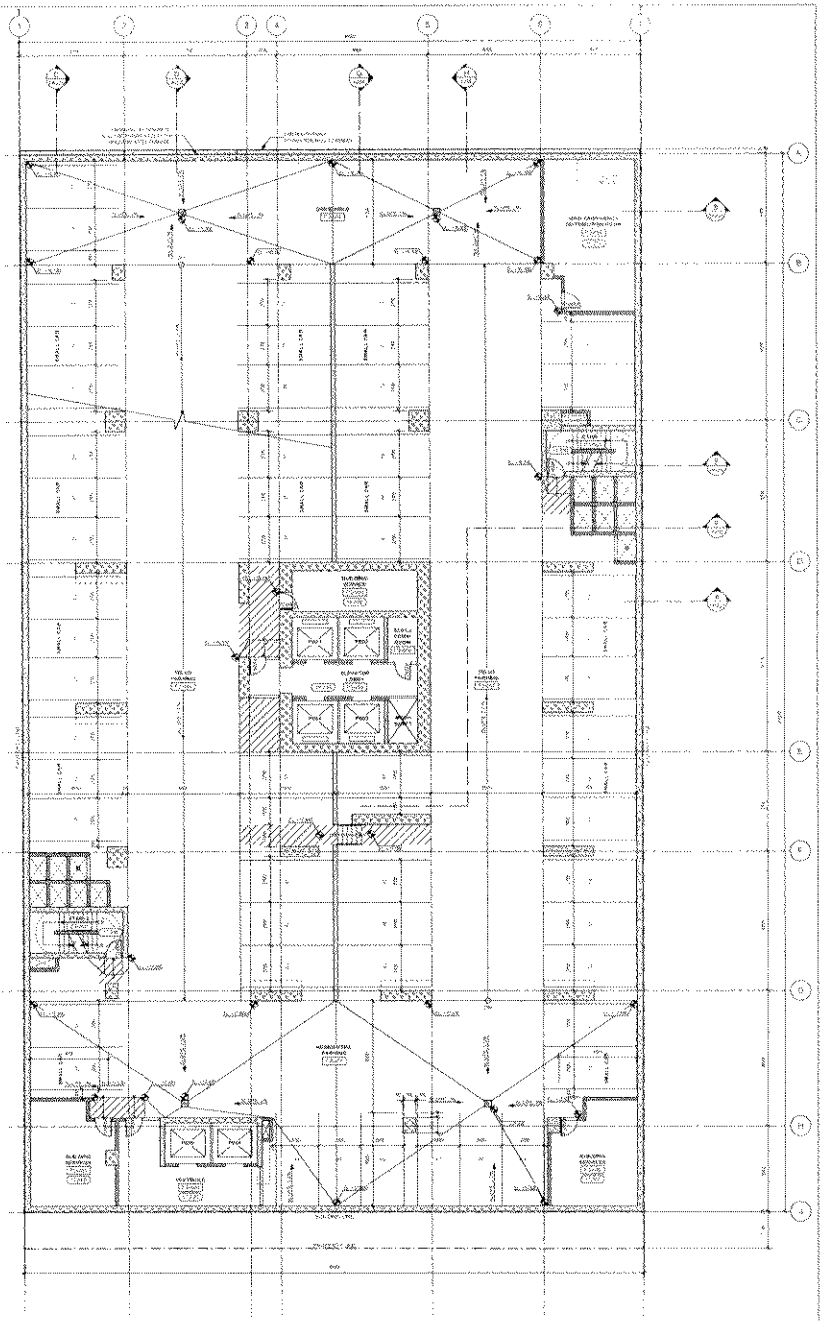
PARKING LEVEL P7 & P6 PLANS

A1.01


TELUS
westbank
TELUS GARDEN
RESIDENTIAL
PARKING LEVEL
P5 & P4 PLANS
A1.02
PARKING LEVEL P5 PLAN
PARKING LEVEL P4 PLAN



1 PARKING LEVEL P3 PLAN
Scale: 1:100



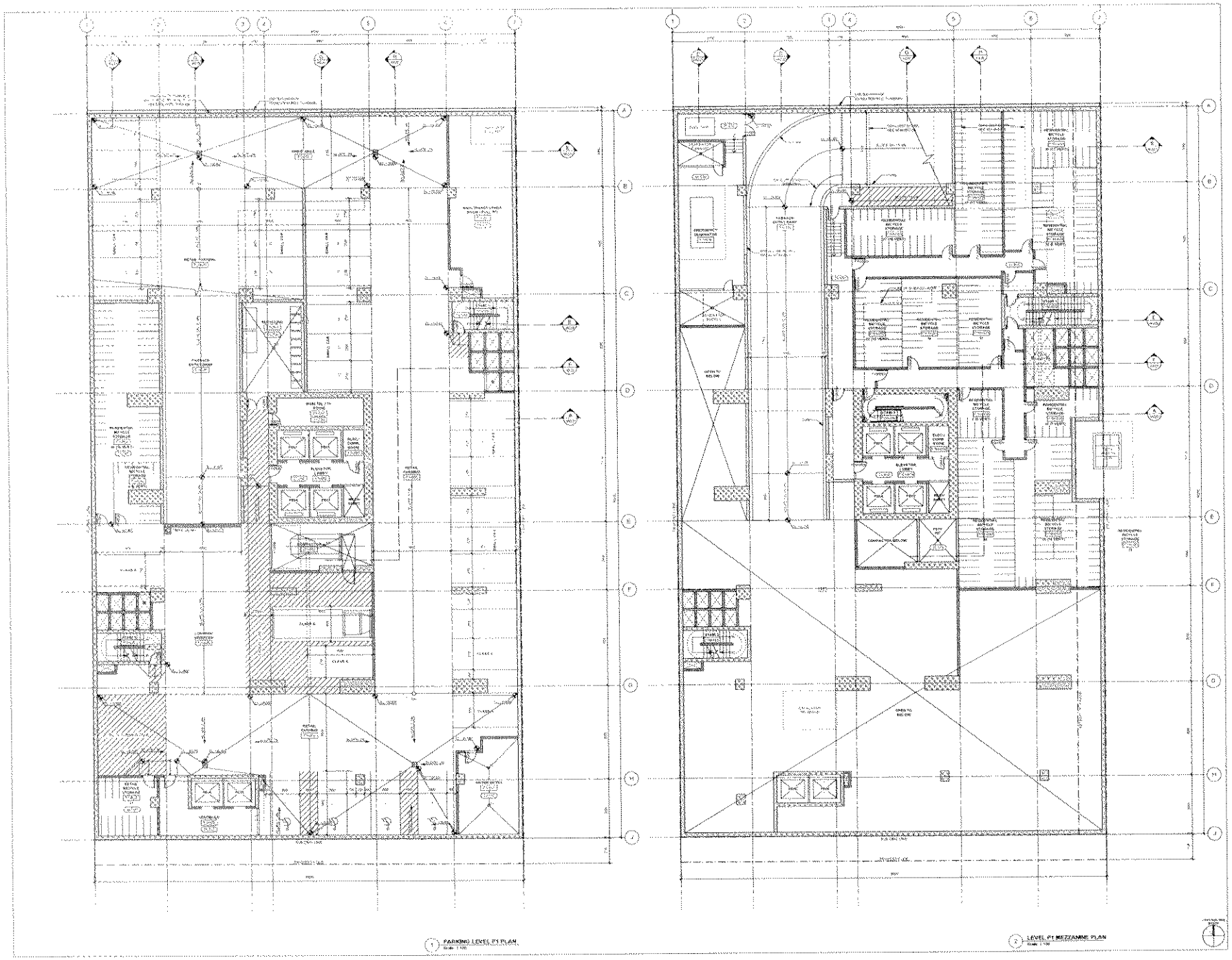
2 PARKING LEVEL P2 PLAN
Scale: 1:100

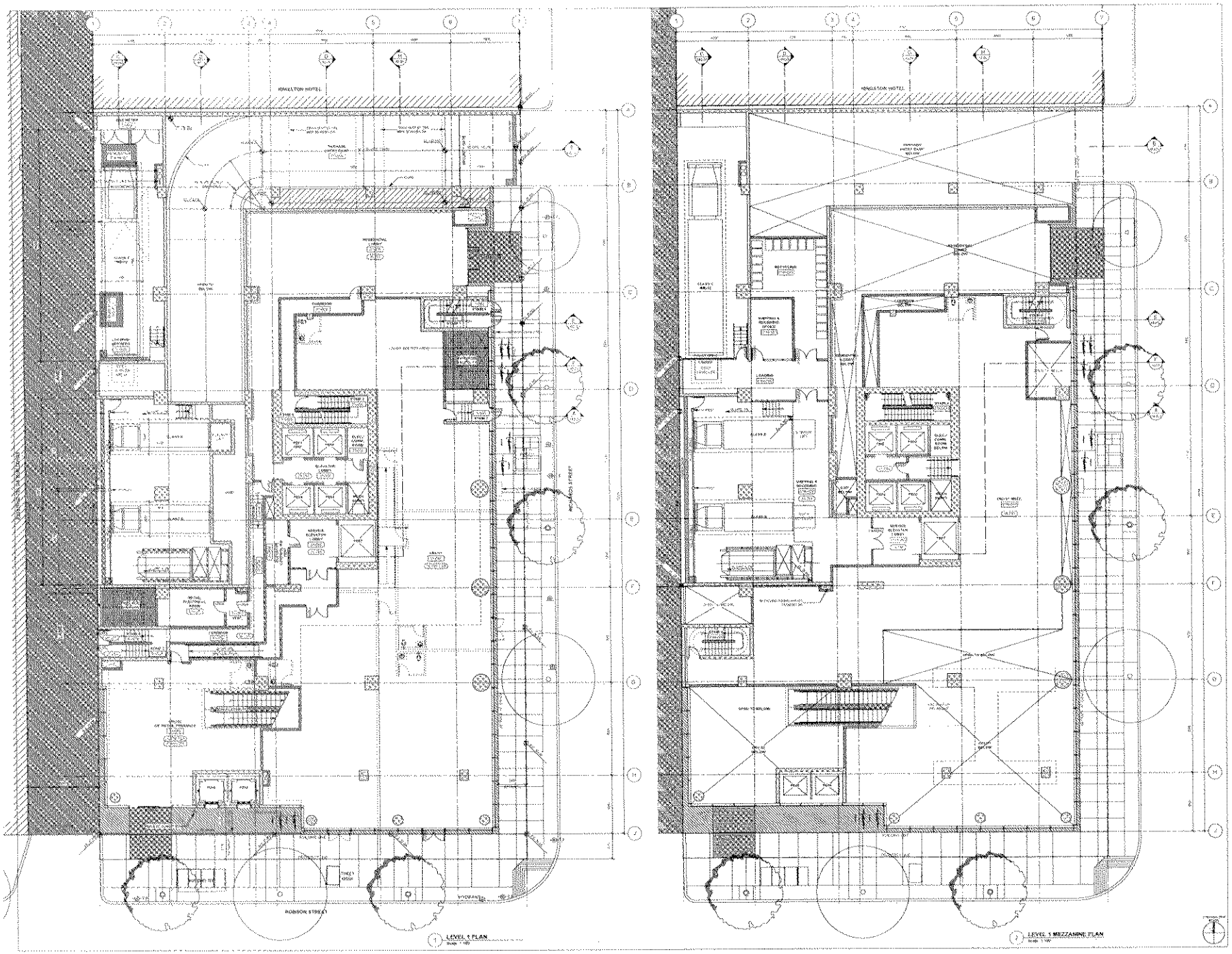
TELUS
westbank

TELUS GARDEN
RESIDENTIAL
777 RICHARDS STREET

PARKING LEVEL
P3 & P2 PLANS

A1.03


TELUS
westbank
TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET
PARKING LEVEL P1 &
P1 MEZZANINE PLANS
A1.04
1 PARKING LEVEL P1 PLAN
2 LEVEL P1 MEZZANINE PLAN

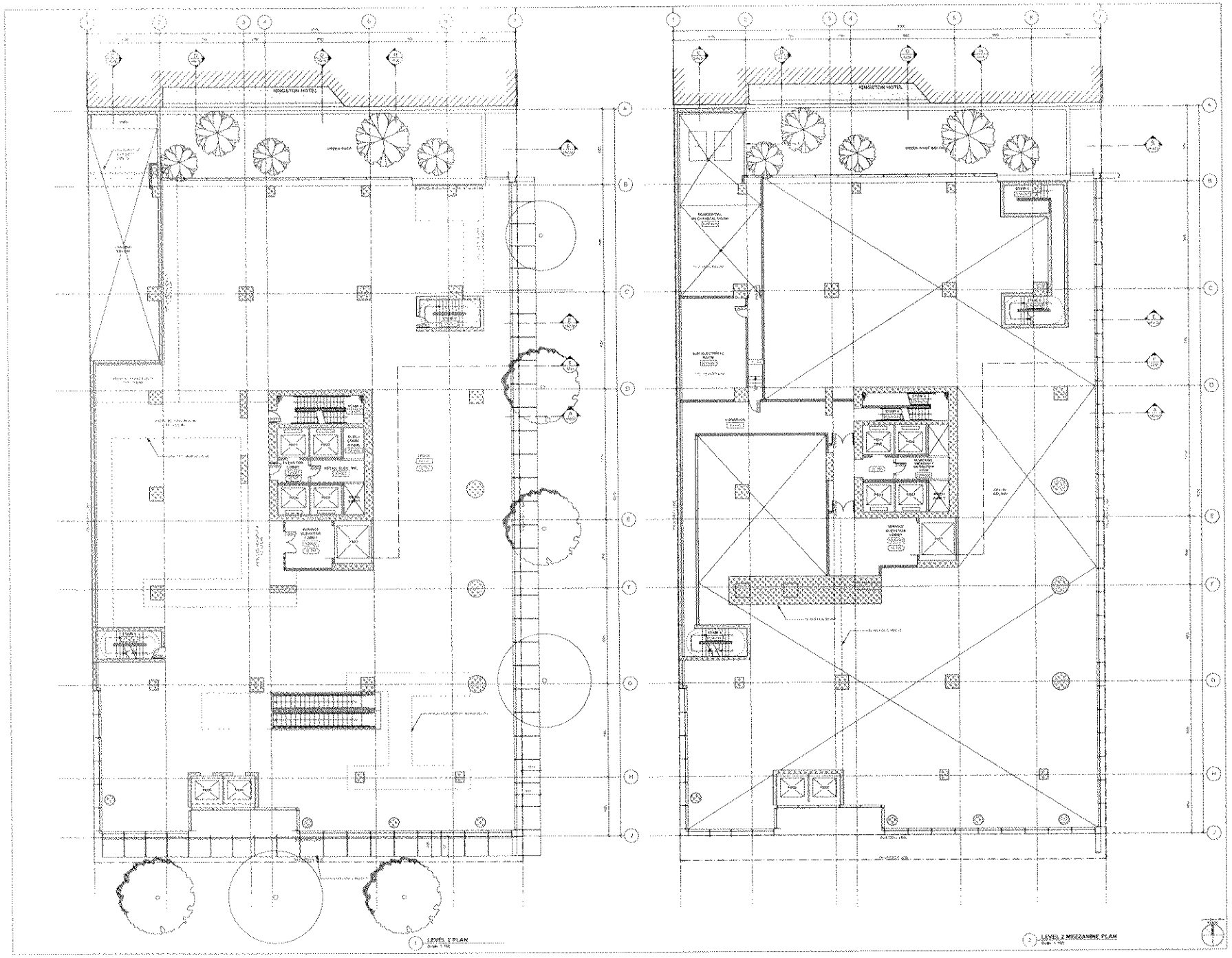


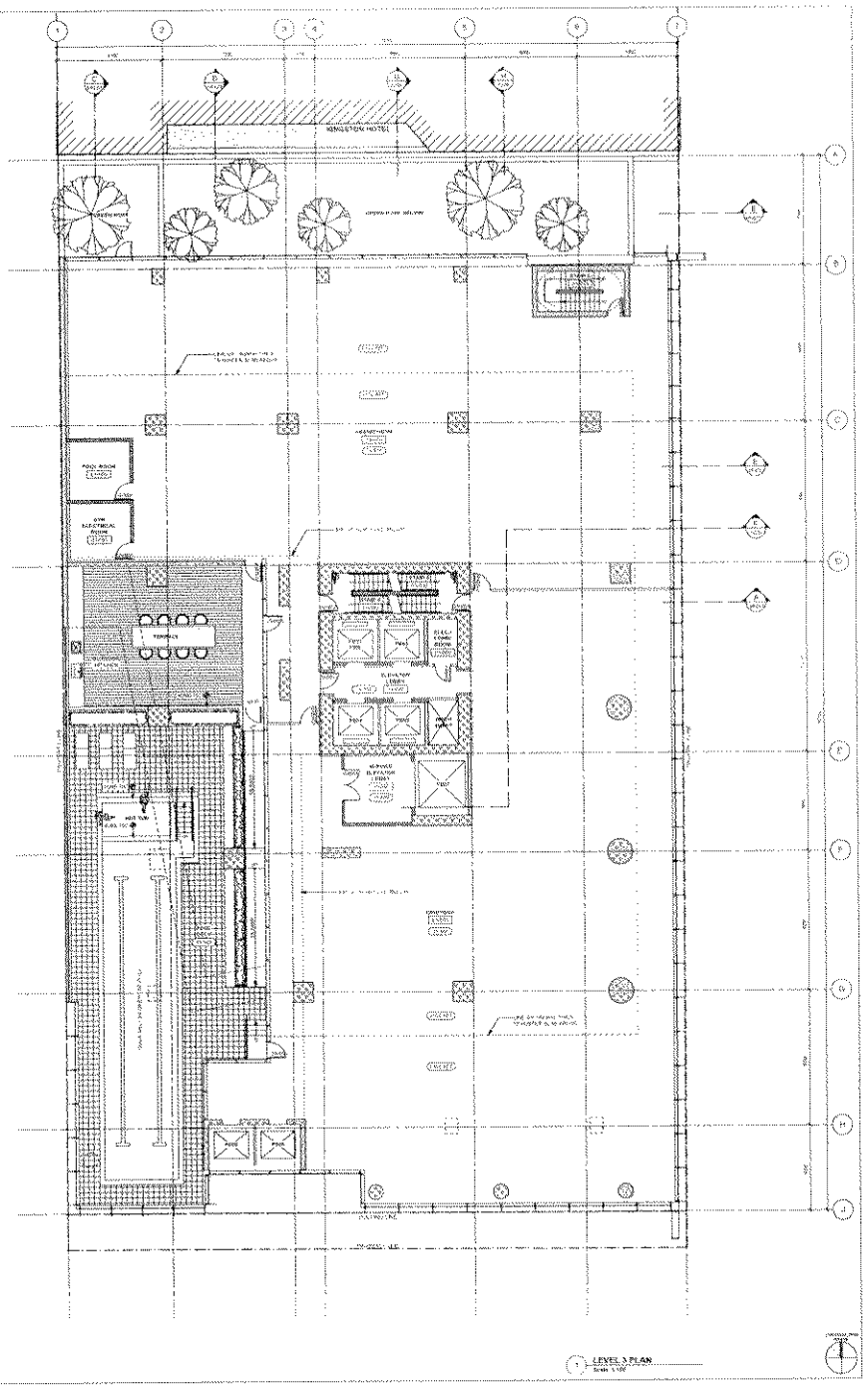
TELUS
westbank

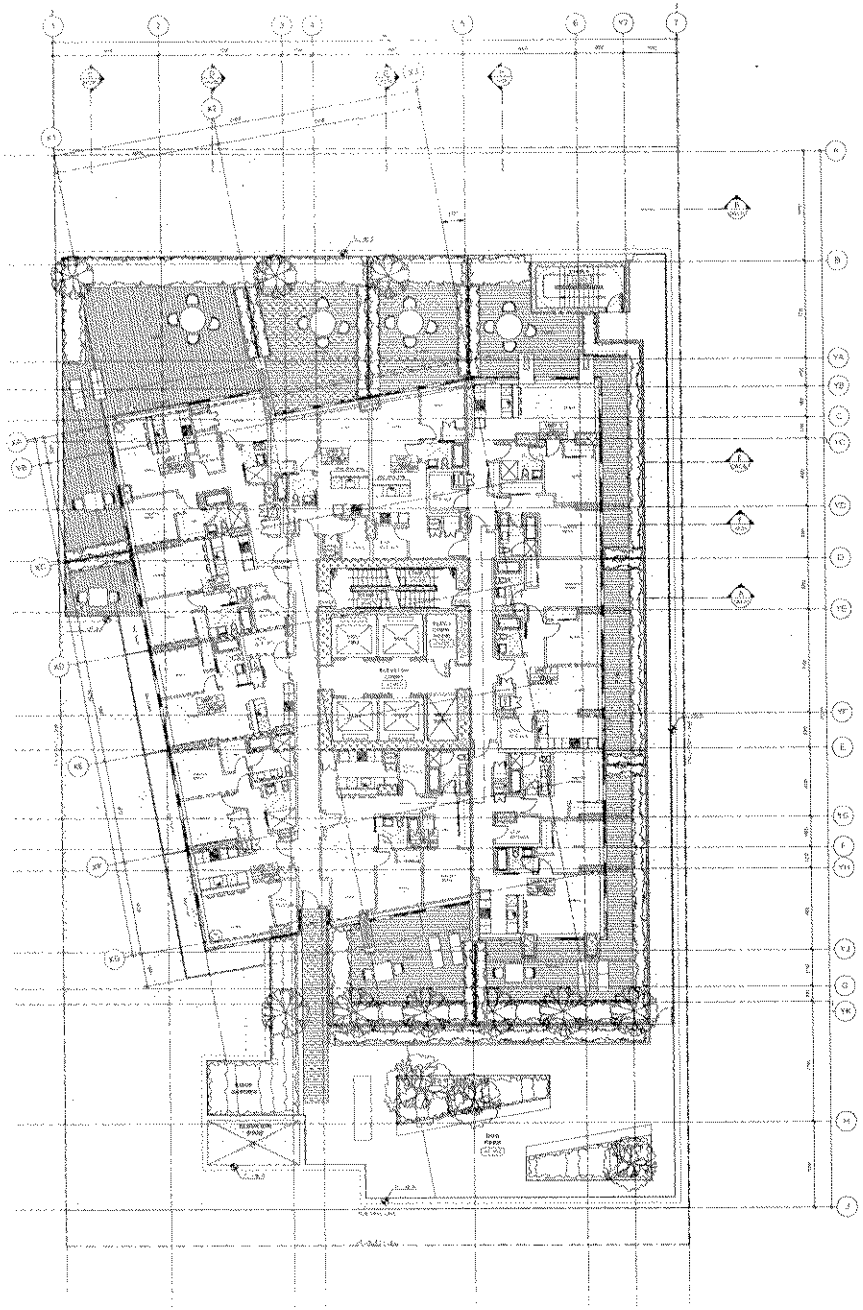
TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET

LEVEL 1 & 1 MEZZANINE
PLANS

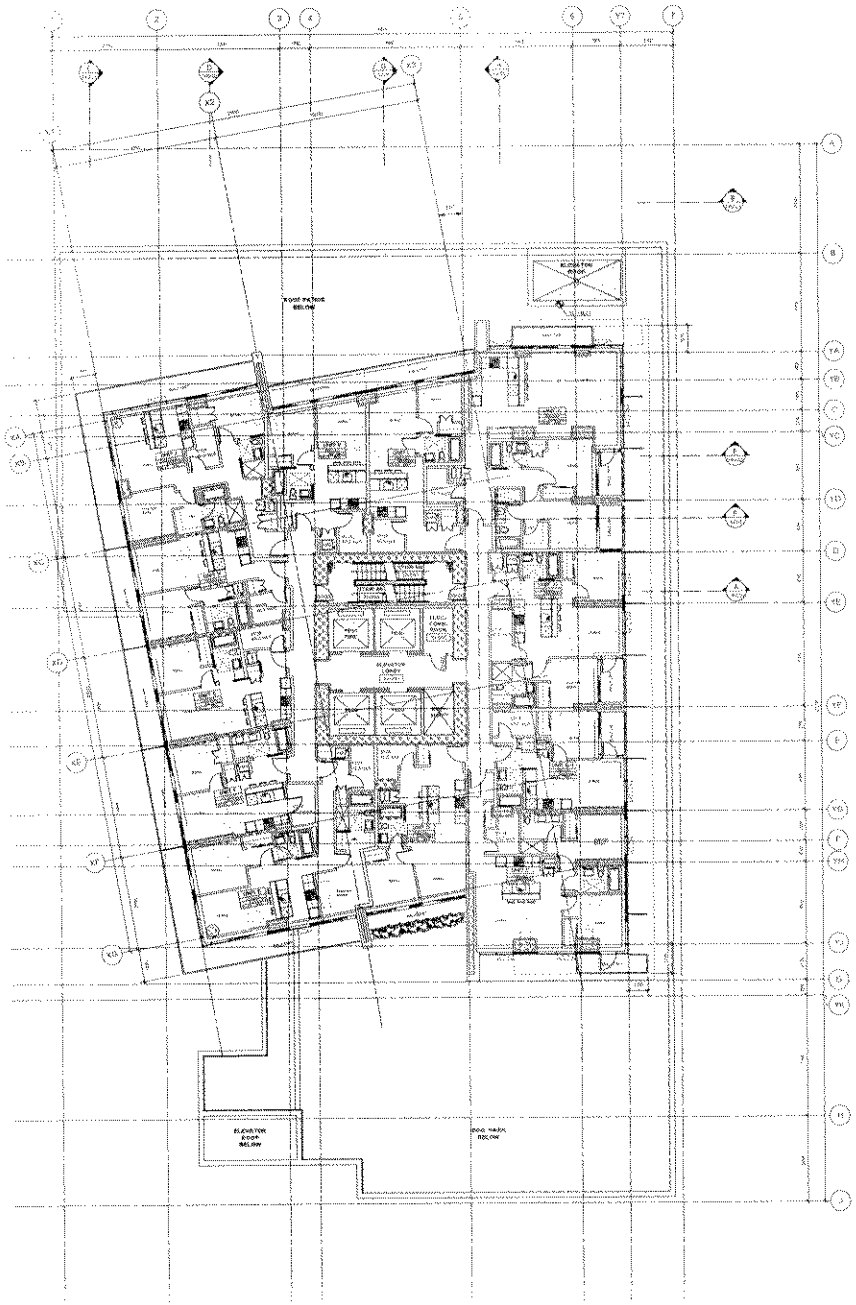
A1.05


TELUS
westbank
TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET
LEVEL 2 & 2 MEZZANINE
PLANS
A1.06
LEVEL 2 PLAN
LEVEL 2 MEZZANINE PLAN


TELUS
westbank
TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET
LEVEL 3 PLAN
A1.07
LEVEL 3 PLAN



1 LEVEL 4 PLAN
Scale: 1:100



2 LEVELS 5-17 PLAN
Scale: 1:100

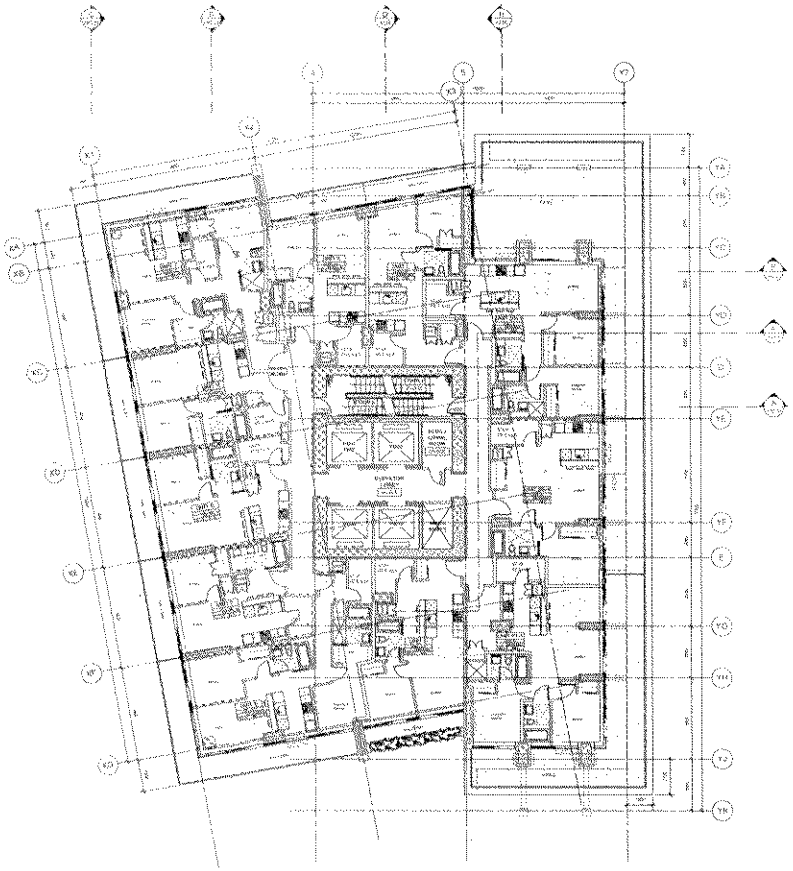
TELUS
westbank

HENNINGSEE - PARTNERS

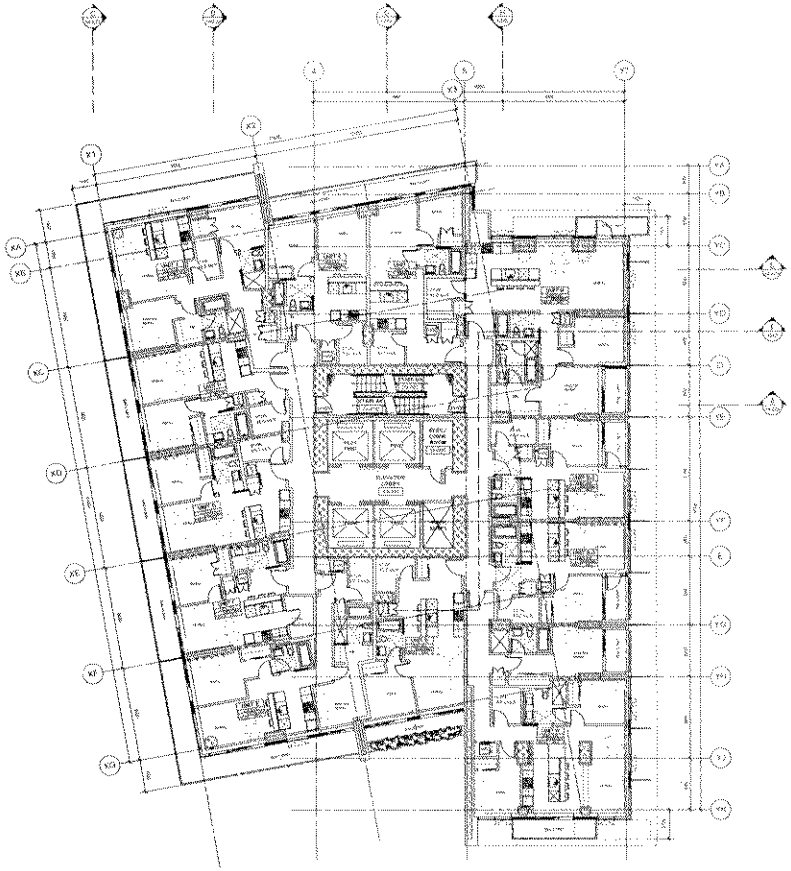
TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET

LEVEL 4 & 5-17 PLANS

A1.08



1 LEVEL 18 PLAN



2 LEVEL 19-25 PLAN

TELUS
westbank

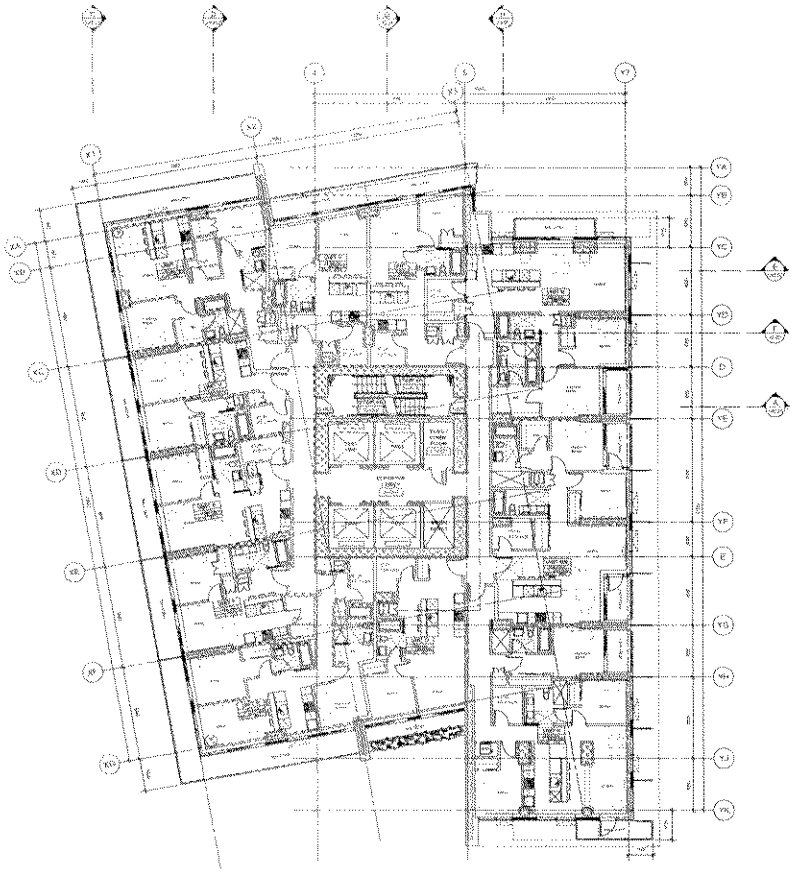
HENRIQUEZ + PARTNERS

TELUS GARDEN
RESIDENTIAL
735 RICHARDS STREET

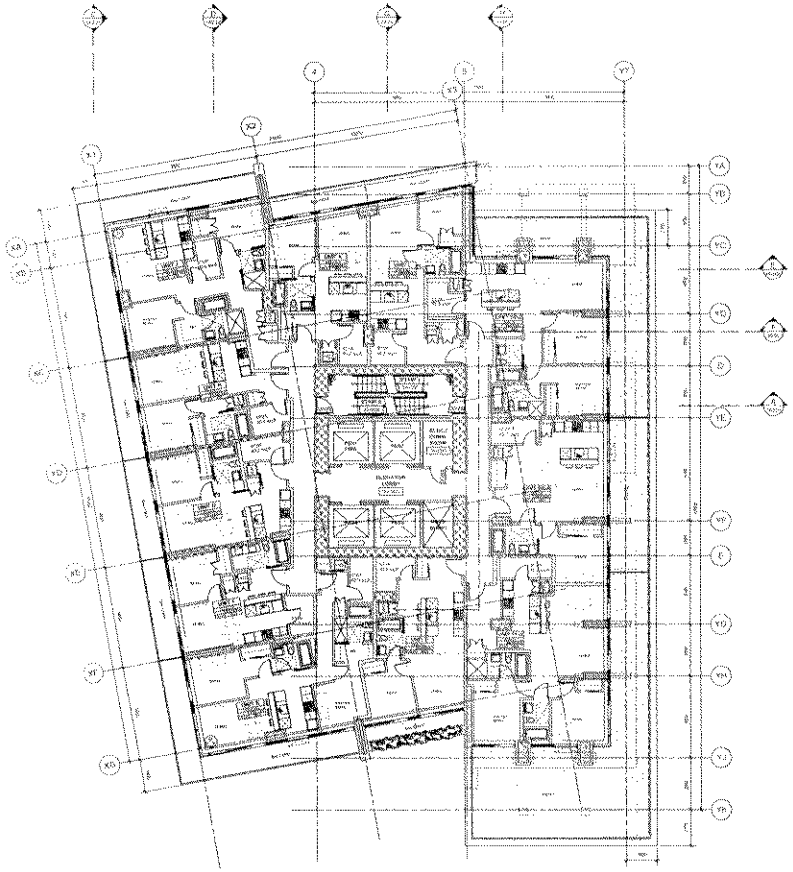
LEVEL 18 & 19-25 PLANS

A1.09

TELUS
westbank



1 LEVELS 26-31 PLAN
Scale: 1:100



2 LEVEL 32 PLAN
Scale: 1:100

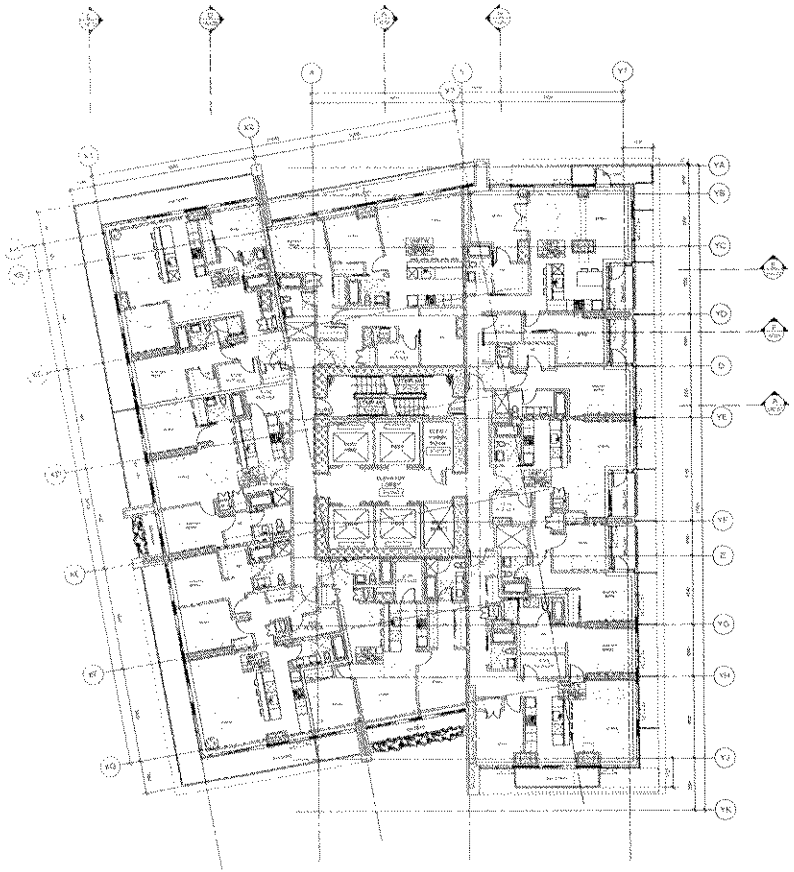
HENRIQUEZ + PARTNERS

TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET

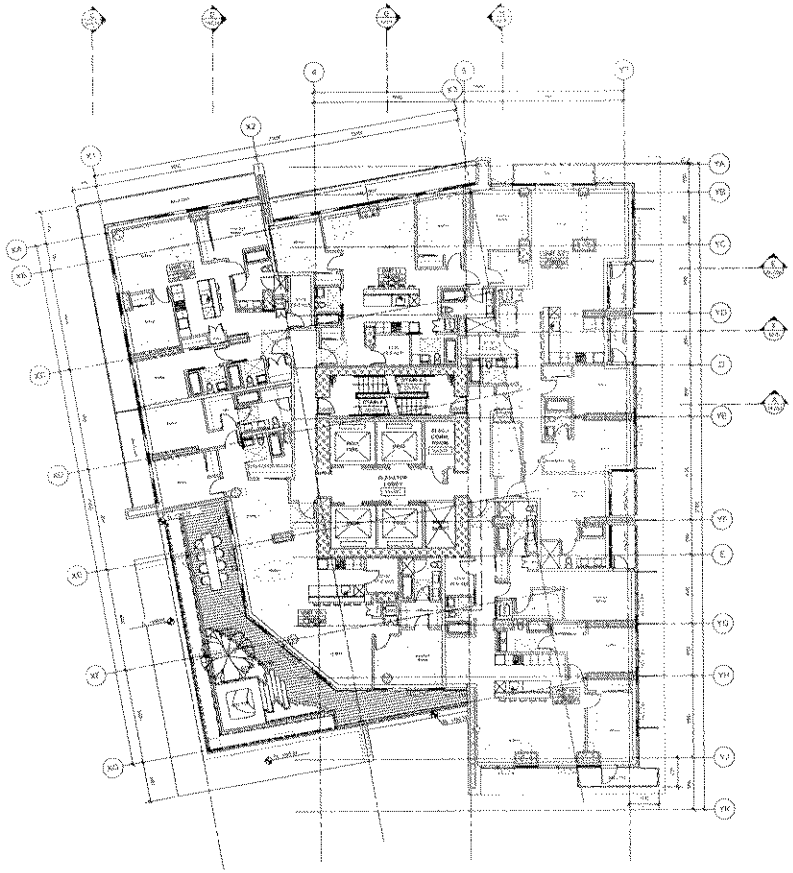
LEVEL 26-31 & 32
PLANS

A1.10

TELUS
westbank



1 LEVELS 33-41 PLAN
Scale: 1:100



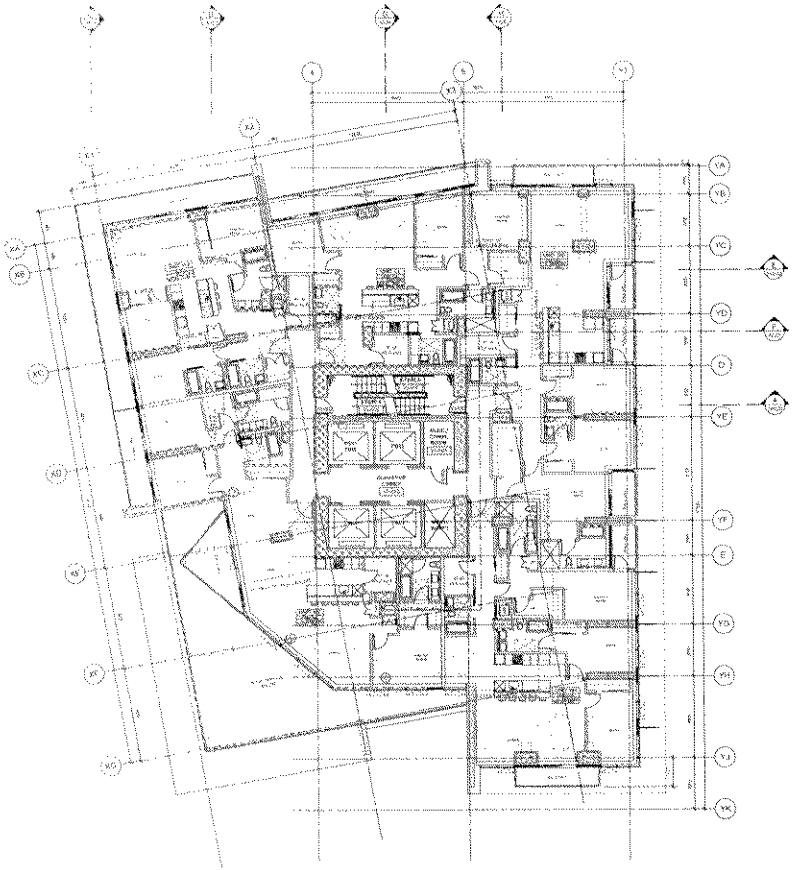
2 LEVEL 42 PLAN
Scale: 1:100

HENRIQUEZ - PARTNERS

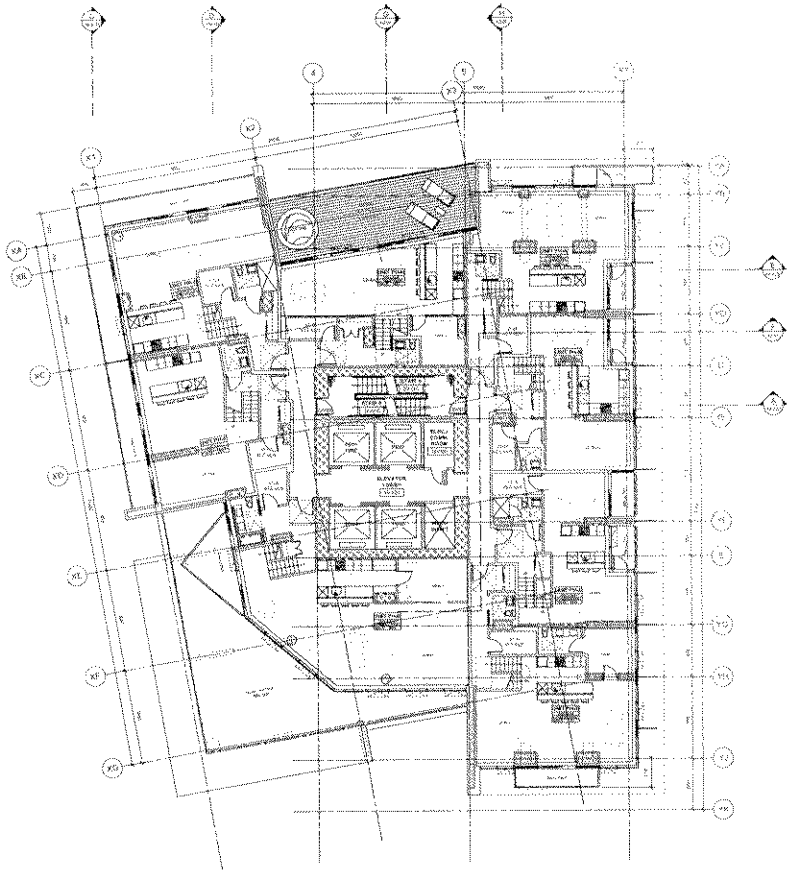
TELUS GARDEN
RESIDENTIAL
777 BICHARDS STREET

LEVEL 33-41 & 42 PLANS

A1.11



1 LEVEL 43 PLAN
Scale: 1:100



2 LEVEL 44 PLAN
Scale: 1:100

TELUS
westbank

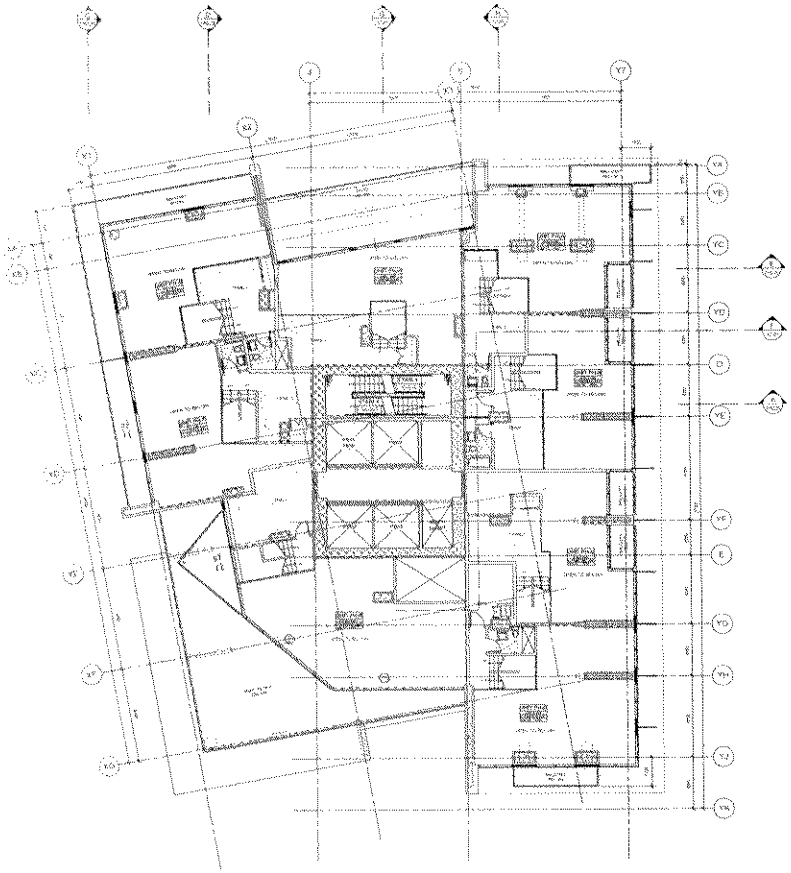
HENRIQUEZ · PARTNERS

TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET

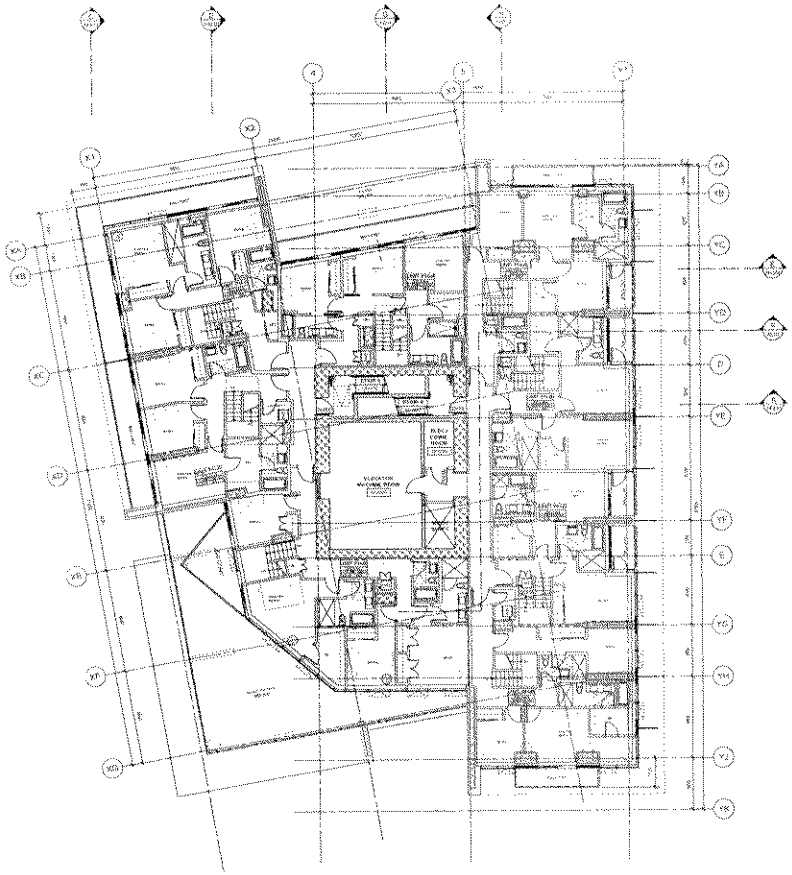
LEVEL 43 & 44 PLANS

A1.12

TELUS
westbank



1 LEVEL 45 PLAN
Scale: 1:100



2 LEVEL 46 PLAN
Scale: 1:100

HENRIQUEZ - PARTNERS

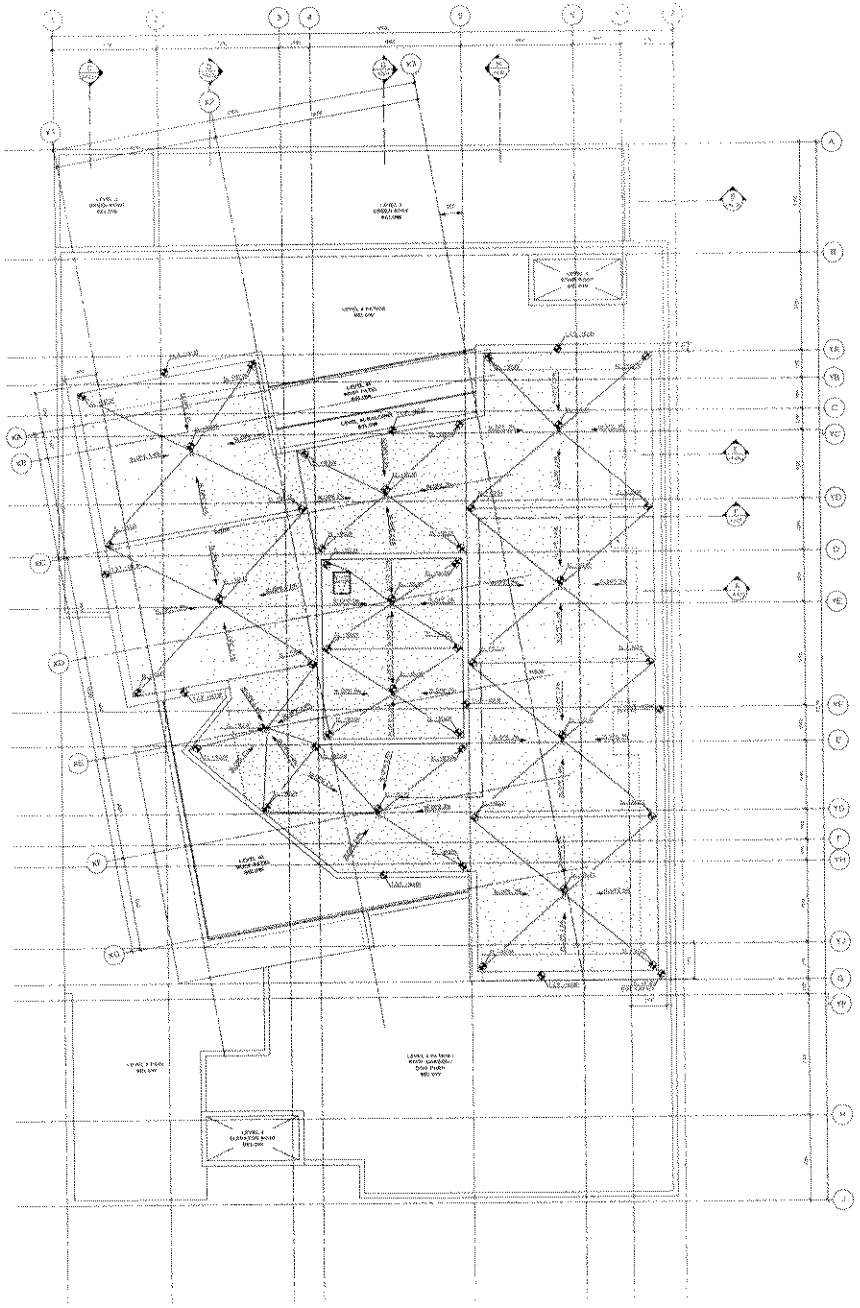
TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET

LEVEL 45 & 46 PLANS

24 MAY 2011

A1.13

Appendix D : page 16 of 26



TELUS
westbank

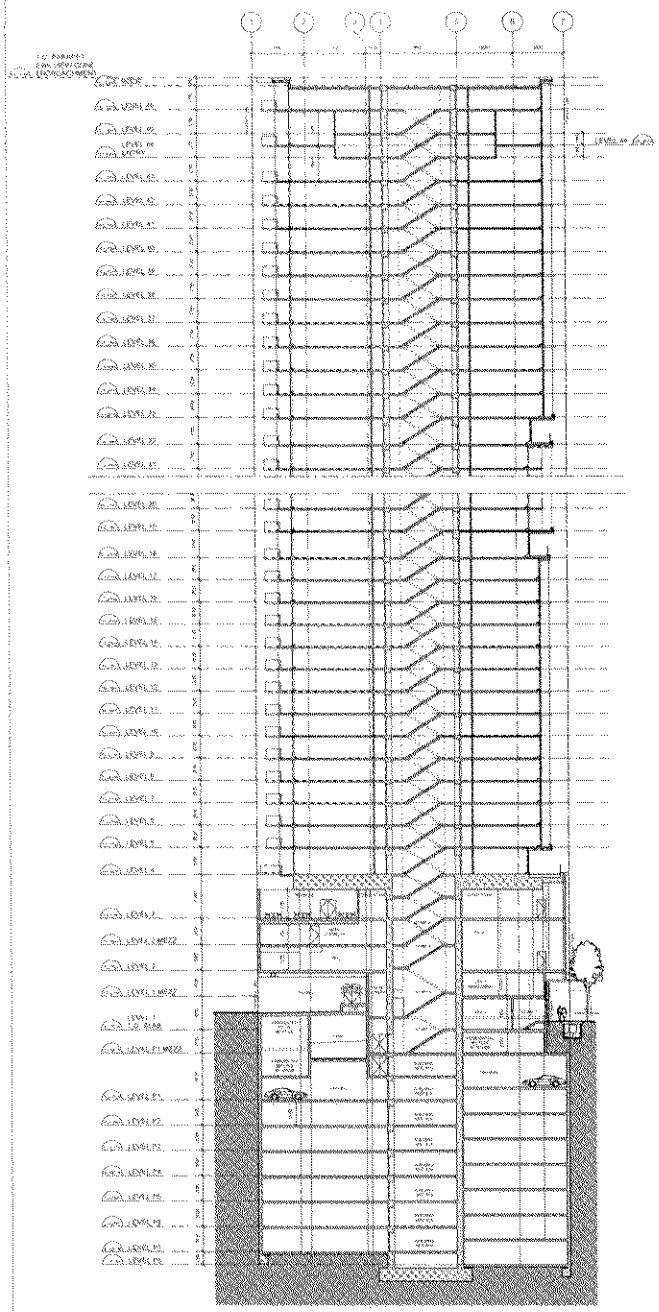
TELUS GARDEN
RESIDENTIAL
725 RICHARDS STREET

ROOF PLAN

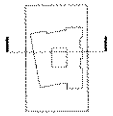
A1.14

1 ROOF PLAN
Scale: 1:100

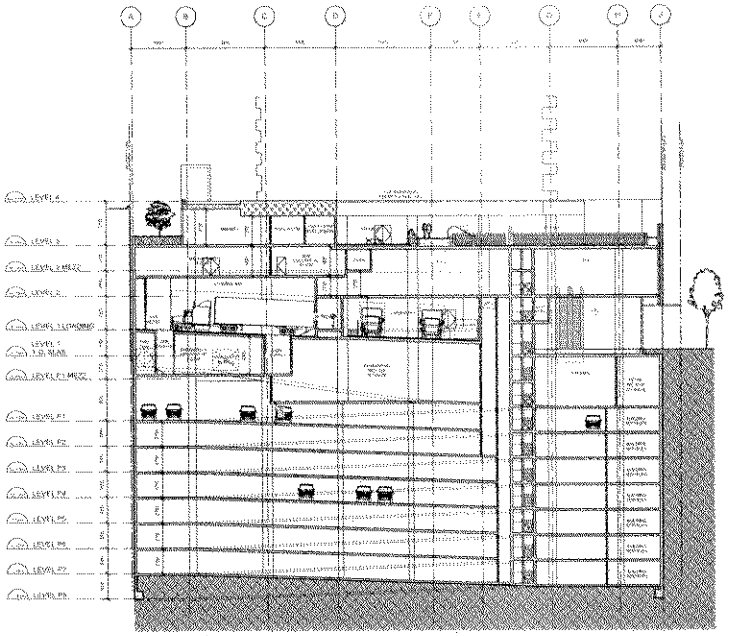
Appendix D : page 17 of 26



1 SECTION AA
Scale 1:200

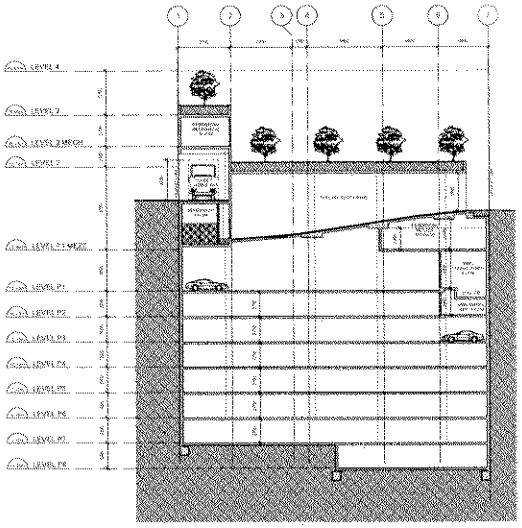


4 KEY PLAN AA
Scale 1:200

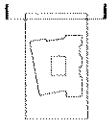


3 SECTION CC
Scale 1:200

6 KEY PLAN CC
Scale 1:200



2 SECTION BB
Scale 1:200



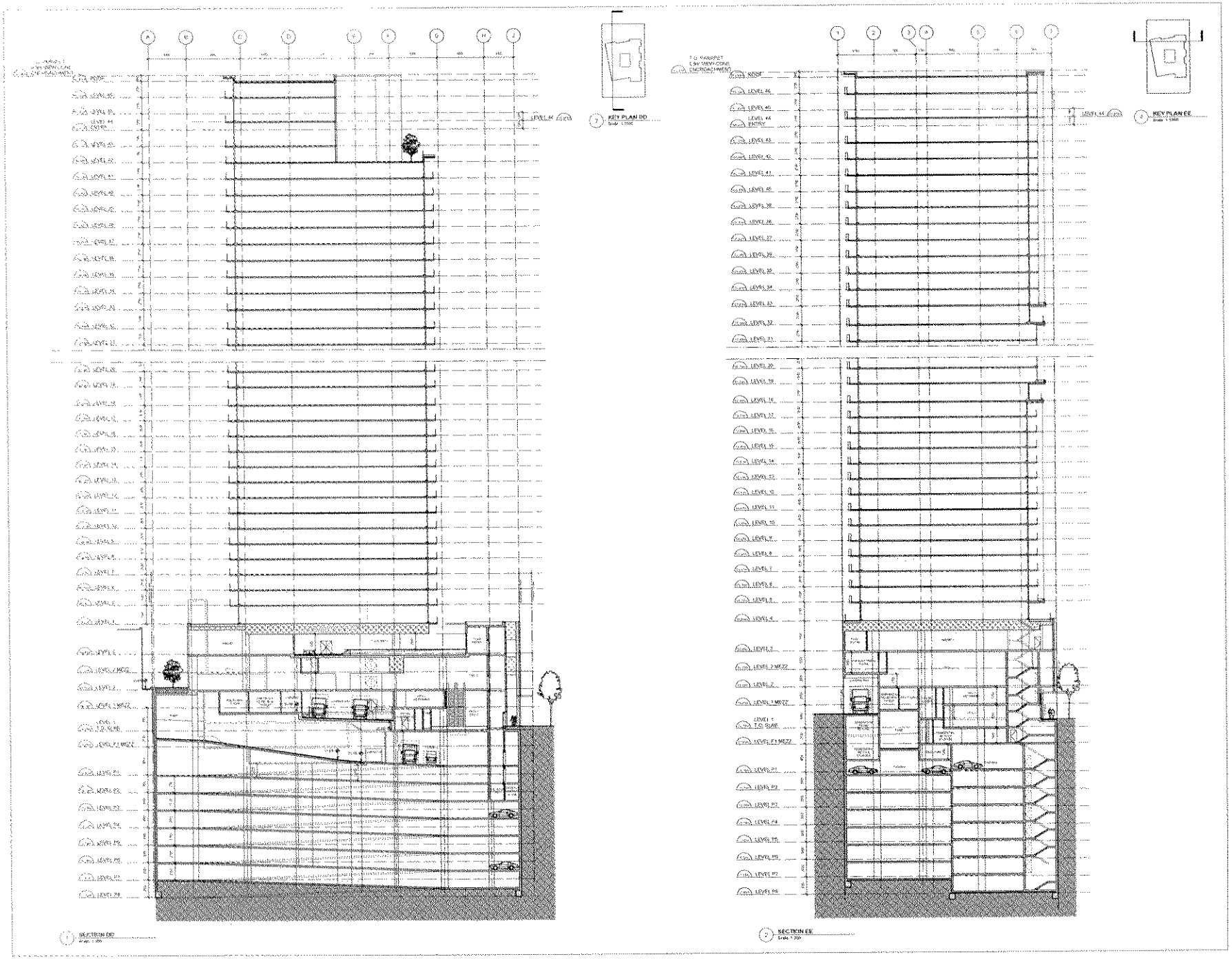
5 KEY PLAN BB
Scale 1:200

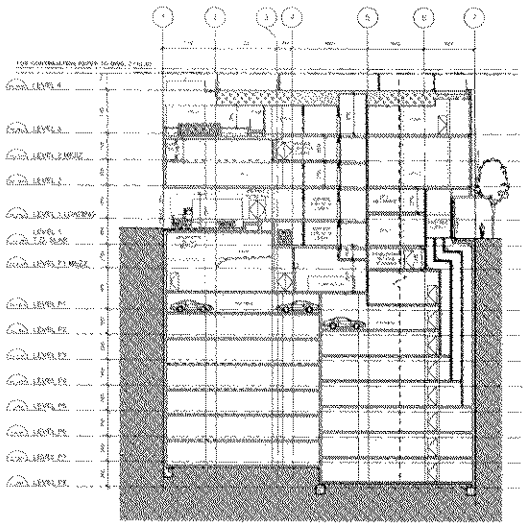
TELUS
westbank

TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET

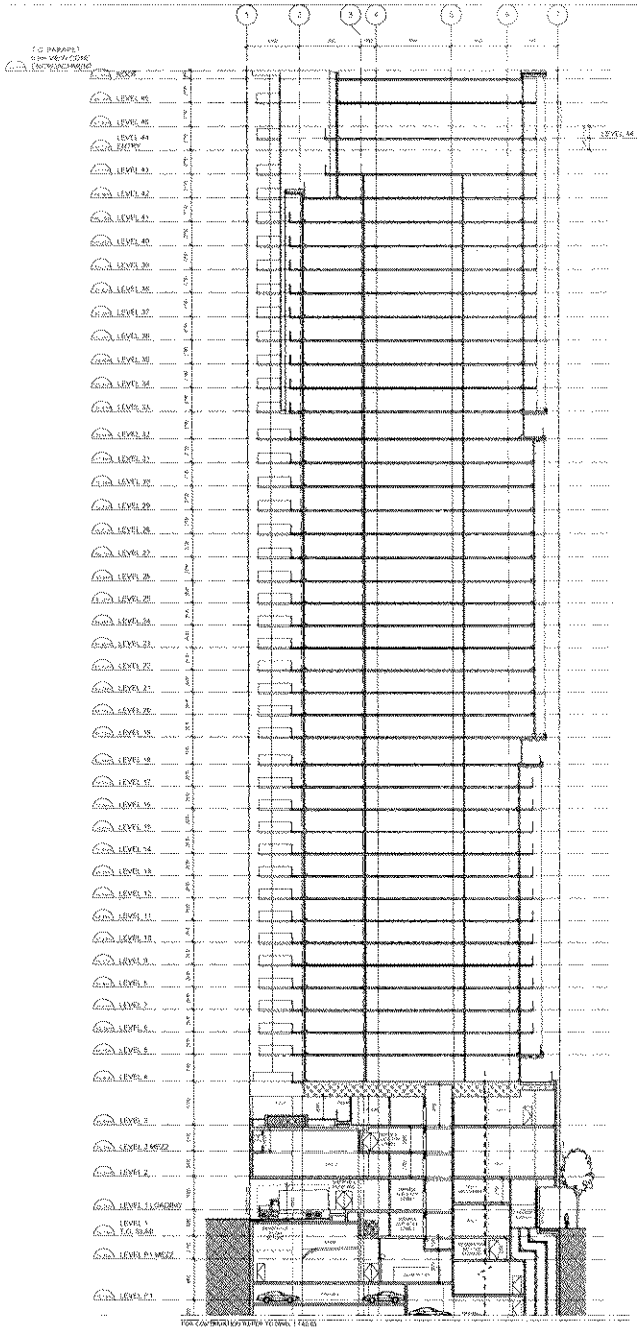
BUILDING SECTIONS

A2.01

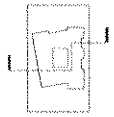

TELUS
westbank
KEY PLAN DD
KEY PLAN EE
SECTION DD
SECTION EE
TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET
BUILDING SECTIONS
A2.02



1 SECTION FF - BOTTOM
Scale: 1:200



2 SECTION FF - TOP
Scale: 1:200



3 KEY PLAN
Scale: 1:500

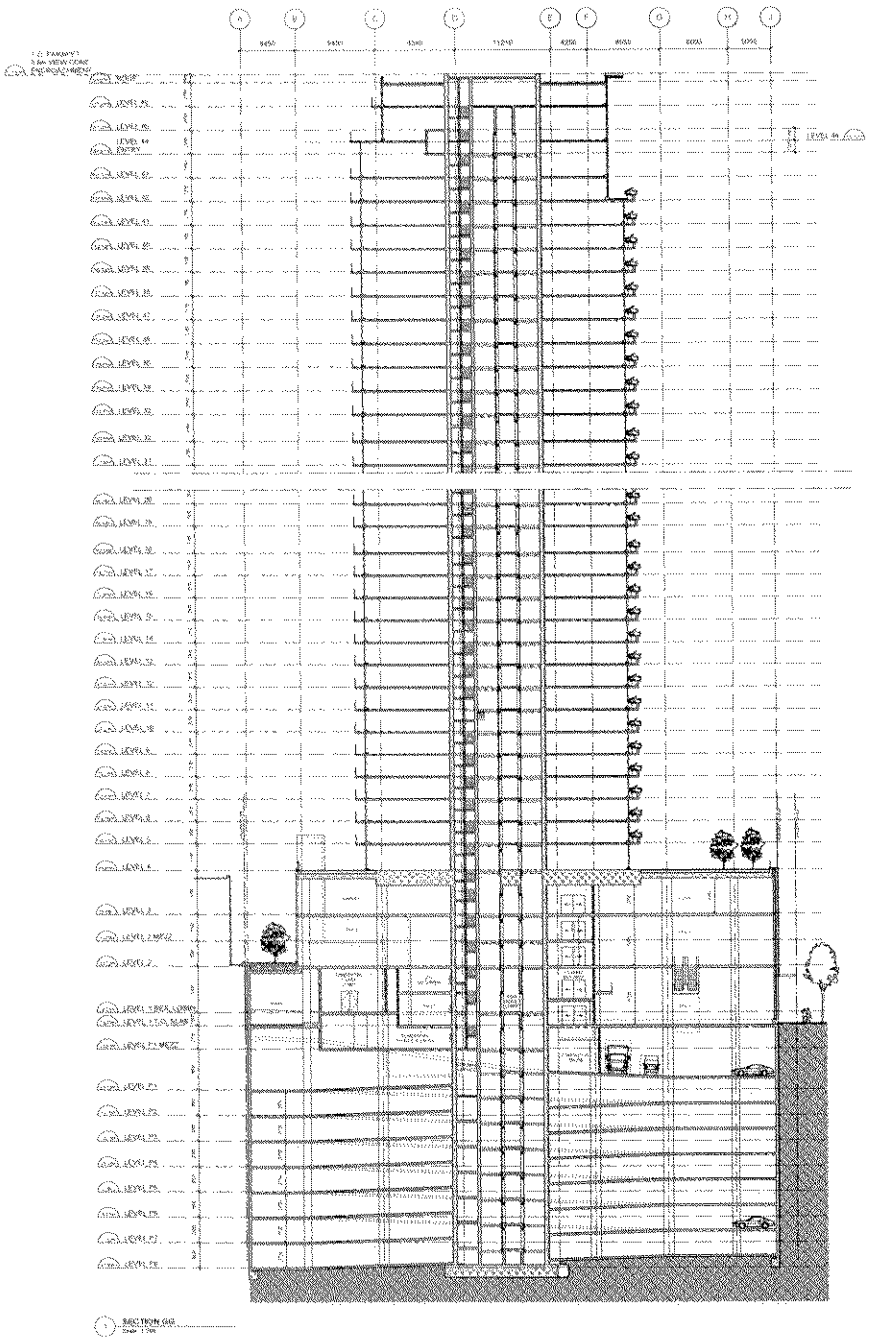
TELUS
westbank

HENRIQUEZ + PARTNERS

TELUS GARDEN
RESIDENTIAL
319 RICHARDS STREET

BUILDING SECTIONS

A2.03



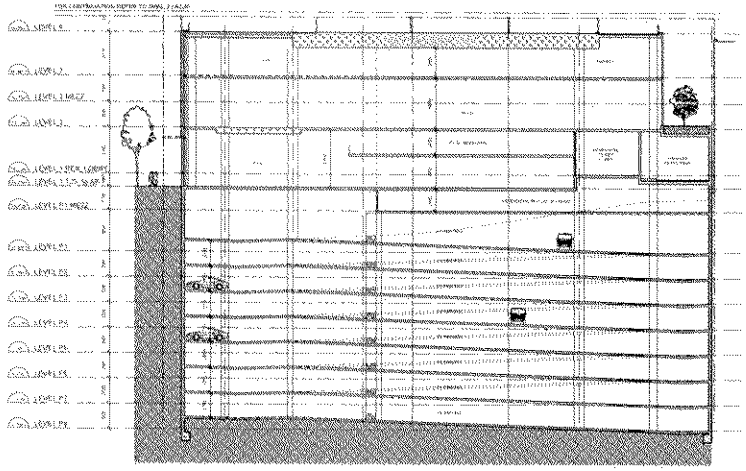
KEY PLAN

TELUS
westbank

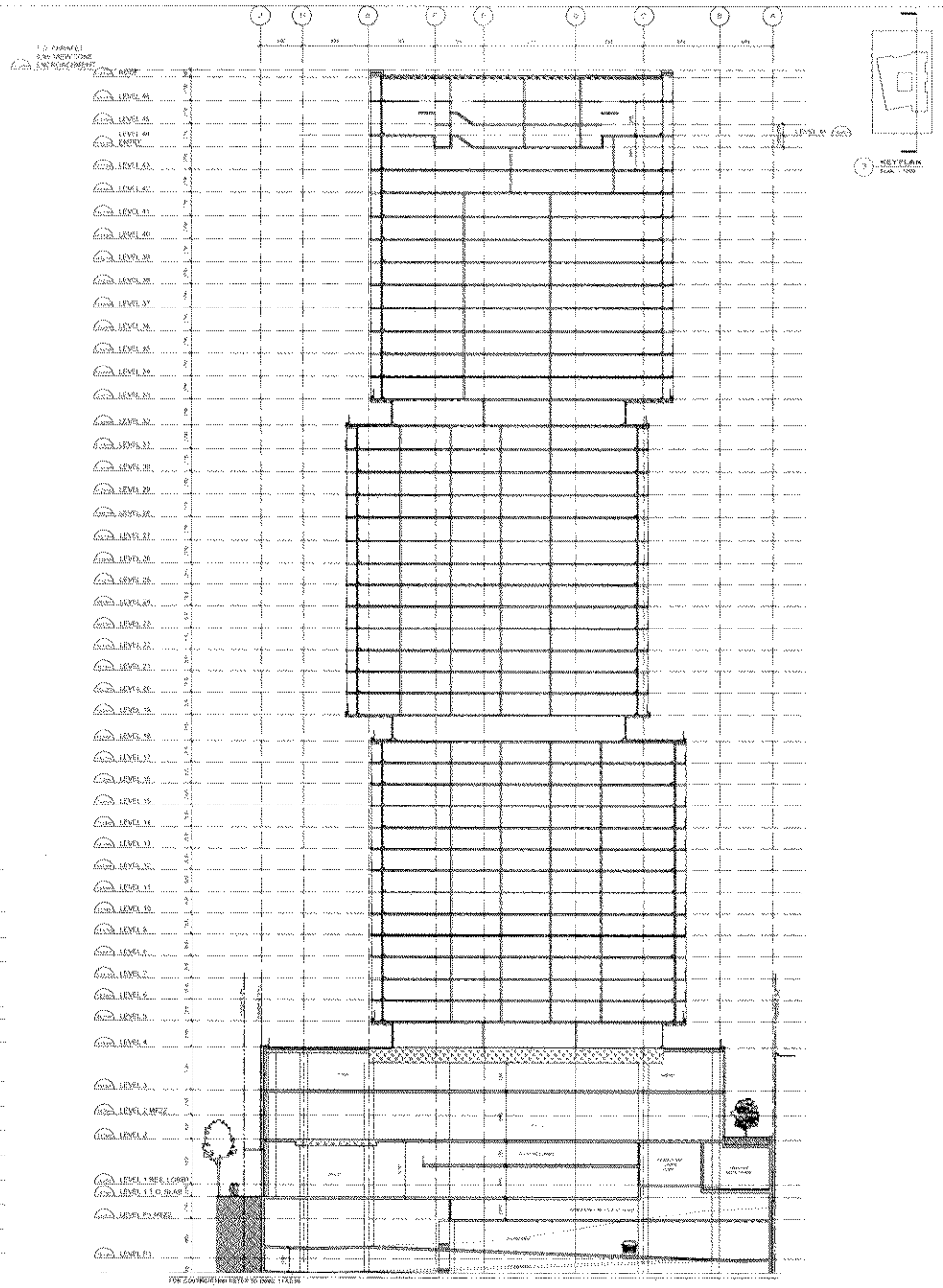
TELUS GARDEN
RESIDENTIAL
775 RICHARDS STREET

BUILDING SECTIONS

A2.04



SECTION HH - BOTTOM



SECTION HH - TOP

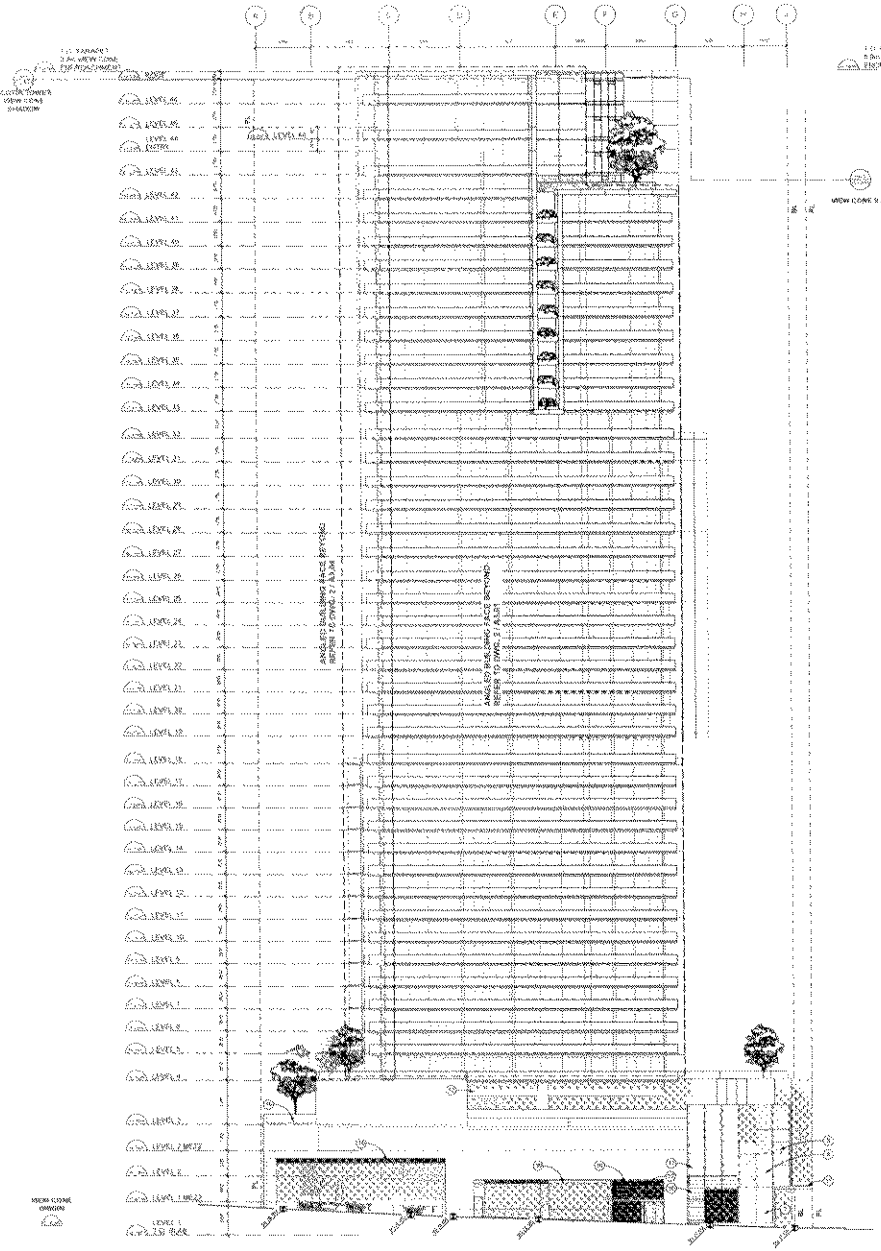
KEY PLAN

TELUS westbank

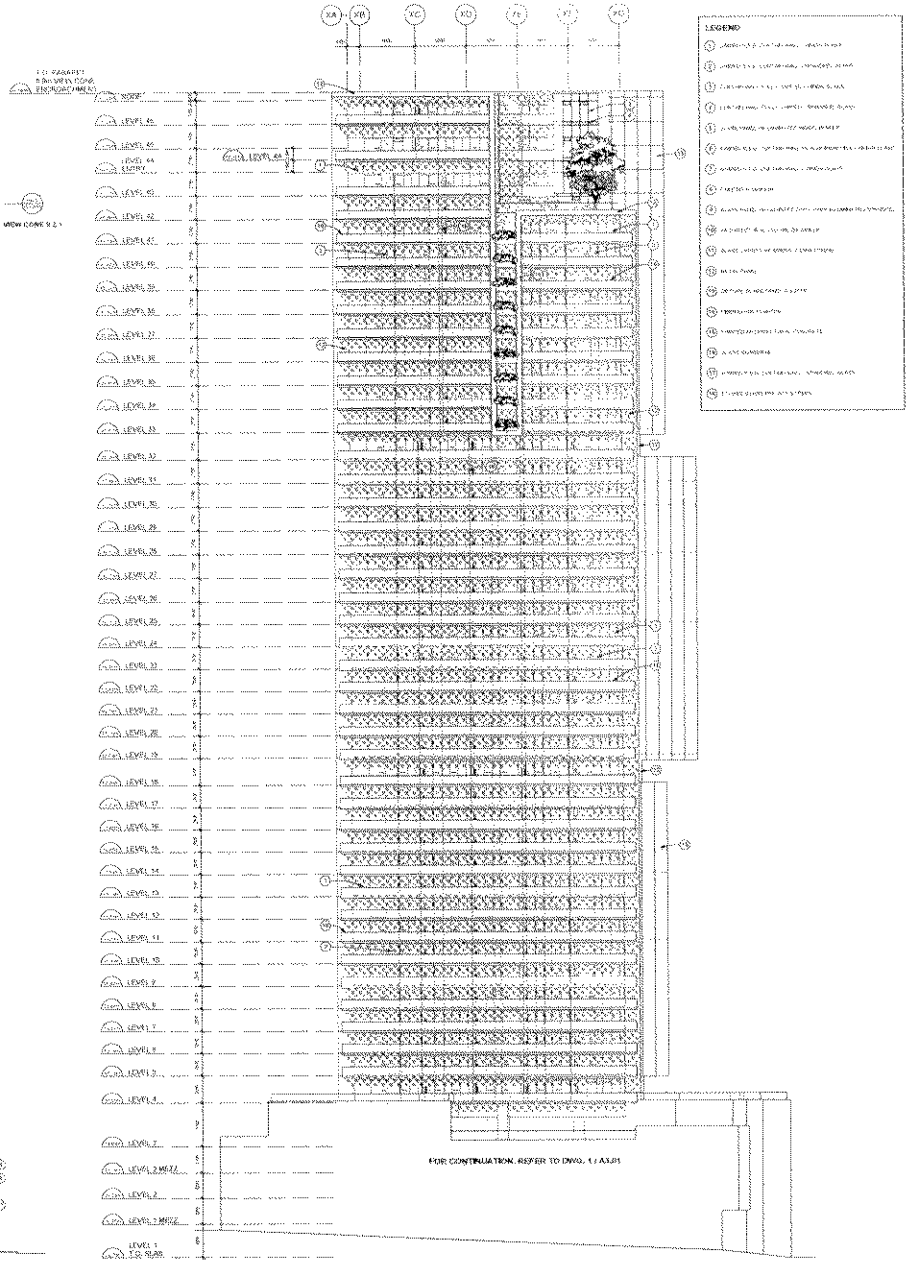
TELUS GARDEN RESIDENTIAL
775 RICHARDS STREET

BUILDING SECTIONS

A2.05



1 WEST ELEVATION
Scale 1:200



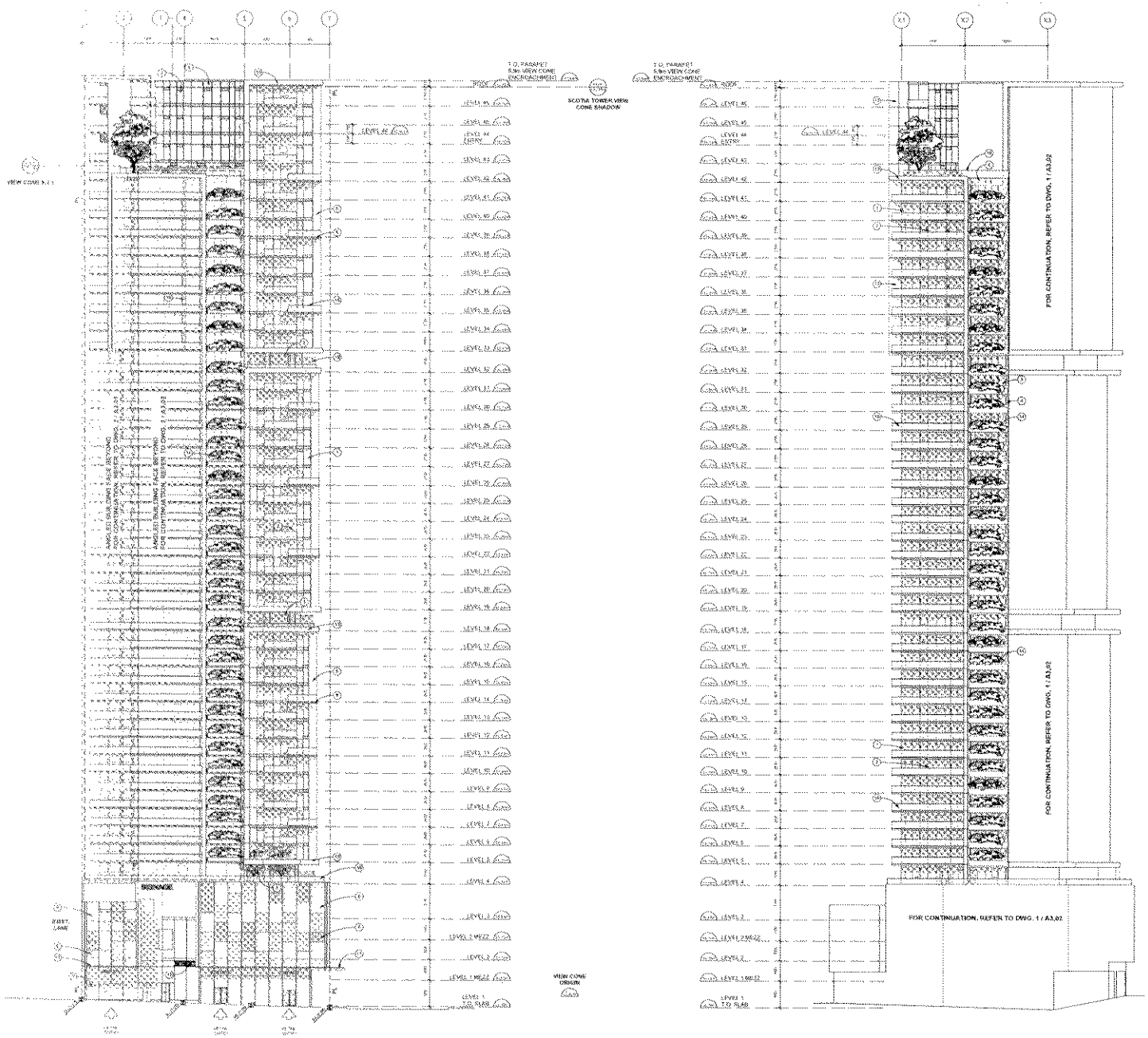
2 PARTIAL WEST ELEVATION
Scale 1:200

TELUS
westbank

TELUS GARDEN

WEST ELEVATION
(BACK ALLEY)

A3.01



1 SOUTH ELEVATION

2 PARTIAL SOUTH ELEVATION

LEGEND

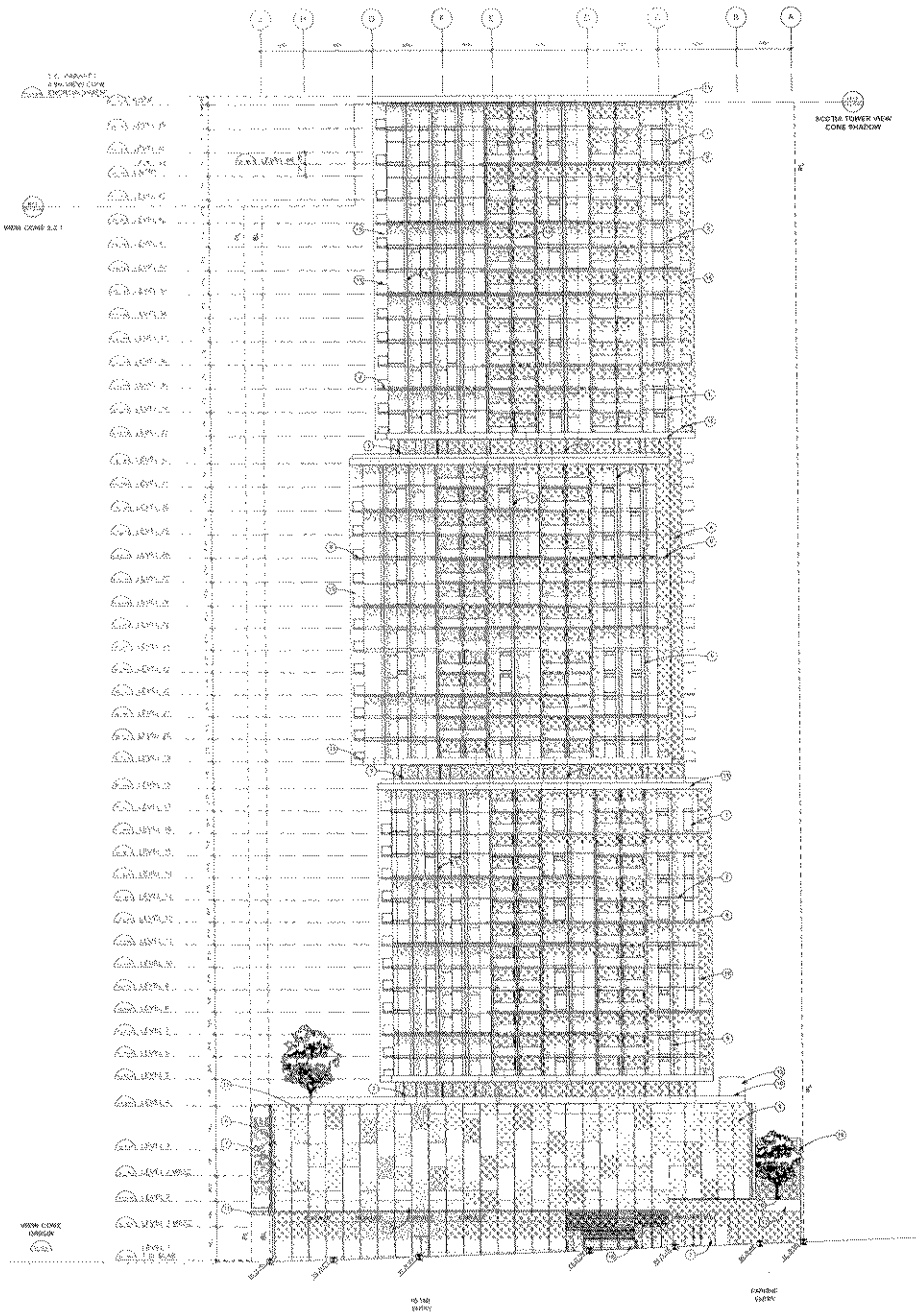
TELUS westbank

TELUS GARDEN

SOUTH ELEVATION (ROBSON STREET)

A3.02

Appendix D · page 24 of 26



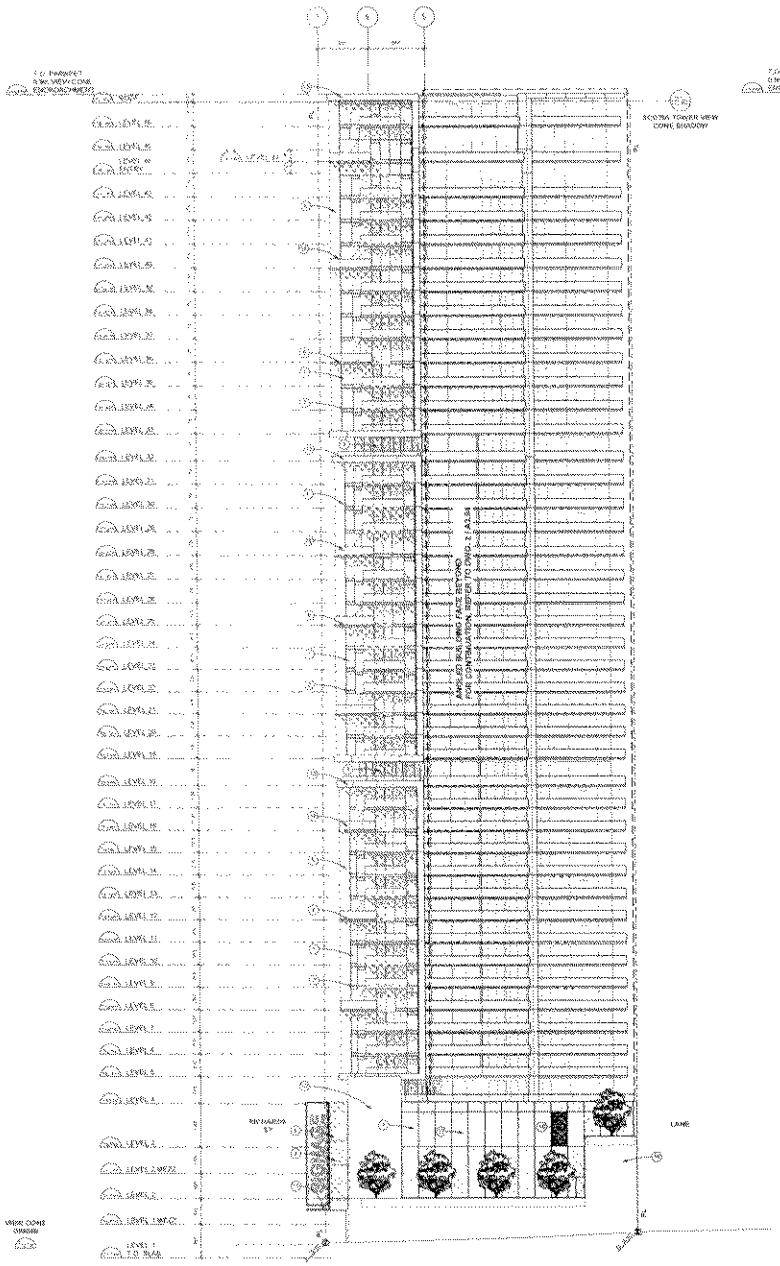
LEGEND

TELUS
westbank

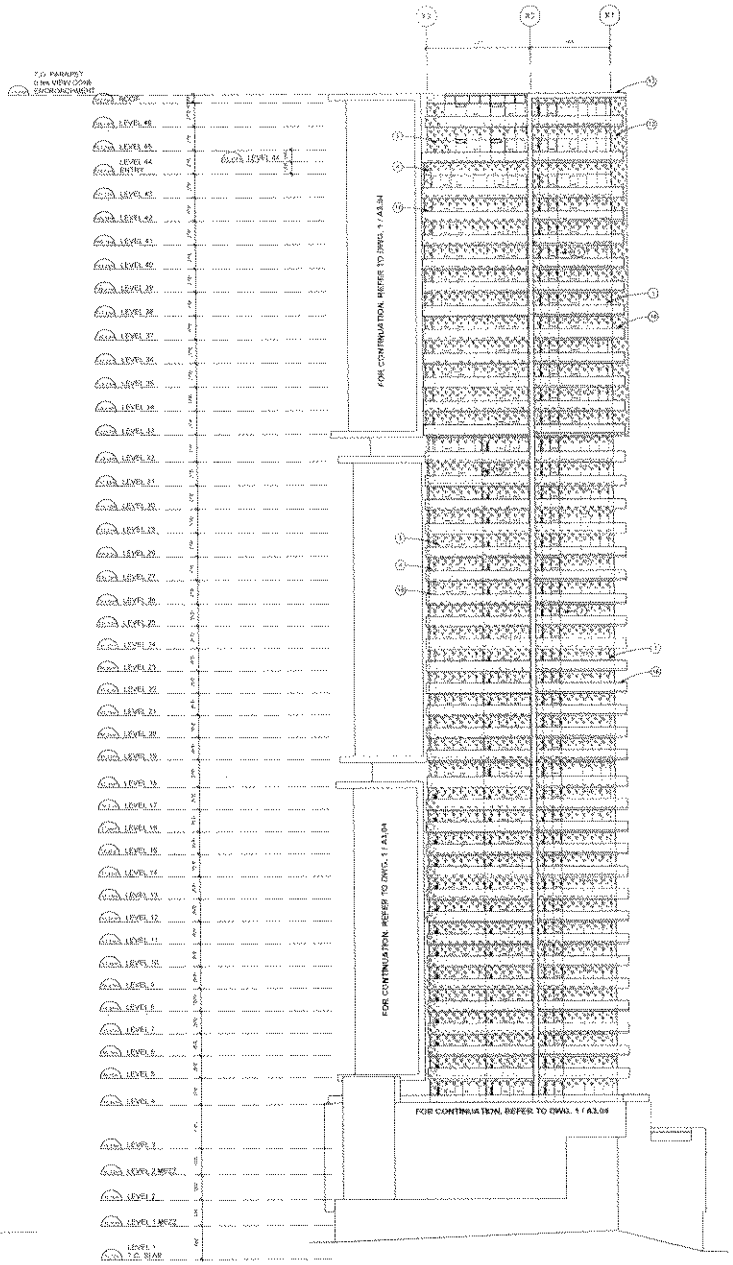
TELUS GARDEN

EAST ELEVATION
(RICHARDS STREET)

A3.03



1 NORTH ELEVATION
Scale: 1:200



2 PARTIAL NORTH ELEVATION
Scale: 1:200

LEGEND

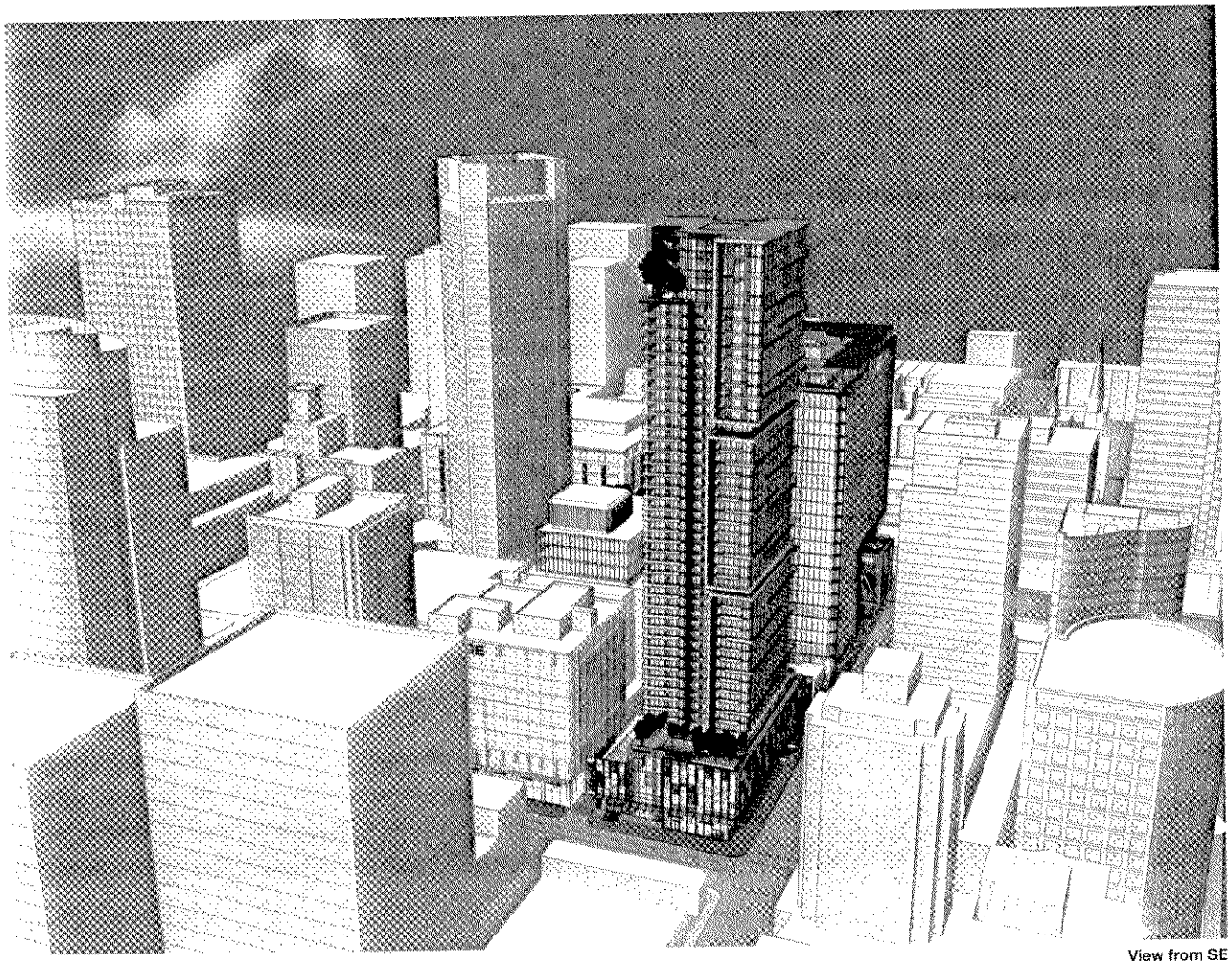
TELUS
westbank

TELUS GARDEN

NORTH ELEVATION

A3.04

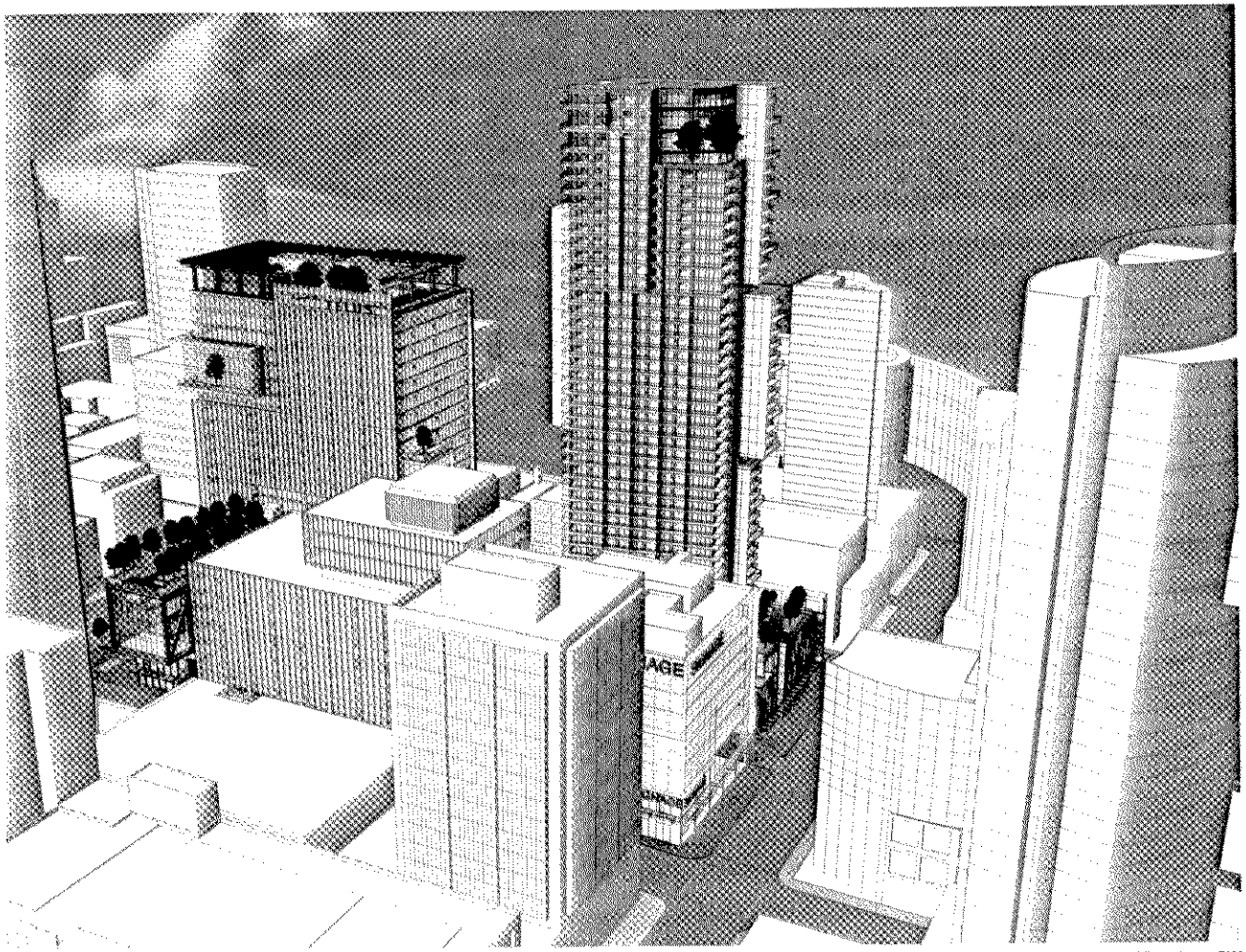
4.1.2 Urban Design—Residential Tower



View from SE

The proposed design for the Residential Tower responds to those urban conditions that are unique to this time and place in Vancouver.

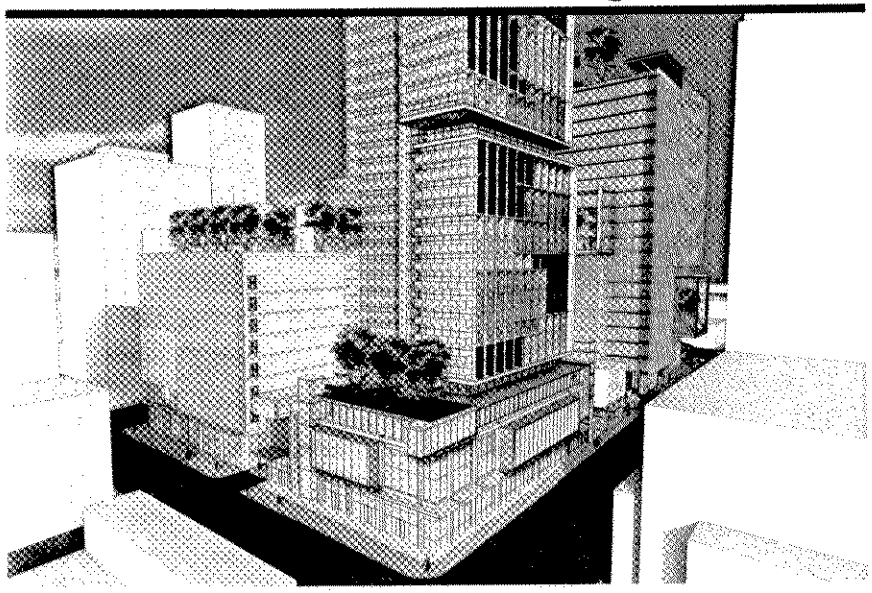
- Acts as a transitional building between the residential neighbourhood to the south (Downtown South) and the Central Business District (CBD) to the north.
- Draws pedestrian interest east down Robson Street toward a future consolidated Arts and Entertainment District.



View from SW

- Establishes retail continuity and animation along Robson and Richards streets.
- Provides sustainable strategies to minimize the project's environmental impact.
- Makes Robson Street and the Lane both pedestrian friendly by restricting residential loading to below grade off Richards Street and by limiting retail loading off Robson Street.

Retail Podium—Previous Design



Rezoning Application

Retail Podium—Current Design

In response to comments from the Rezoning Urban Design Panel regarding the "fragmented" nature of the Residential Retail Podium, the design has been developed to express a unified aesthetic. The simplified form is comprised of a repetitive module of glass and onyx. Visual interest is maintained by the random application of these onyx panels at the second and third storeys. Unlike those on the Office Retail Podium, these onyx panels are slightly angled to provide additional modelling of light and shadow.

1. The random pattern of the onyx panels provides visual interest and animation, engaging and enhancing the public experience.
2. The glass and onyx modules provide human scale to the podium.
3. Although the glass and onyx modules act as a scaling device, they read as a simple, unified gesture when observed as a whole.
4. The onyx panels are composed of a high-quality material with translucent properties that transforms at night when lit from behind.
5. The glass and onyx panel system provides weather protection, encouraging pedestrian-oriented display opportunities.
6. On Robson Street the rhythm of the onyx panels is broken at the entry to the second- and third-storey retailers by a vertical punctuation of glass for the elevators. On Richards Street it is also interrupted at the residential lobby entry, where the system shifts up to define entry. Changes in the façade are also echoed in recessed entries.

SIGNAGE
SIGNAGE
SIGNAGE