

STATION/LAFARGE SITES

ADDENDUM #3

**REVISED DRAWINGS
FOR BOTH
PRELIMINARY DEVELOPMENT PERMIT
APPLICATION (STATION SITE)
AND
REZONING APPLICATION (LAFARGE SITE)**

BOSA DEVELOPMENT CORPORATION

PERKINS & CHEUNG LTD

JANUARY 20, 1989



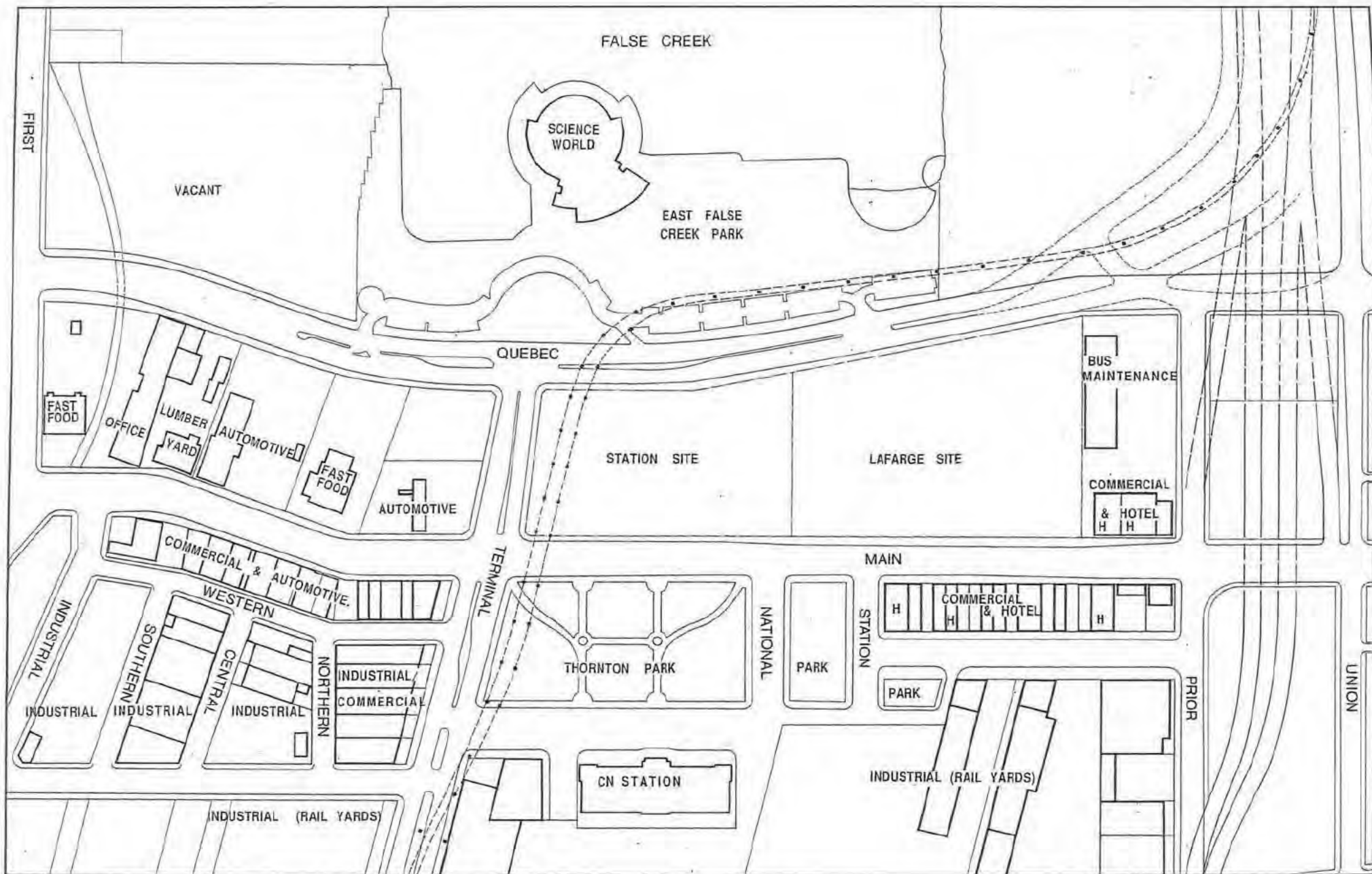
STATION / LAFARGE SITES

BOSA DEVELOPMENT CORP.

PERKINS & CHEUNG LTD. ARCHITECTS

REVISED
DATE: JAN. 20, 1988
SCALE: 1-2500





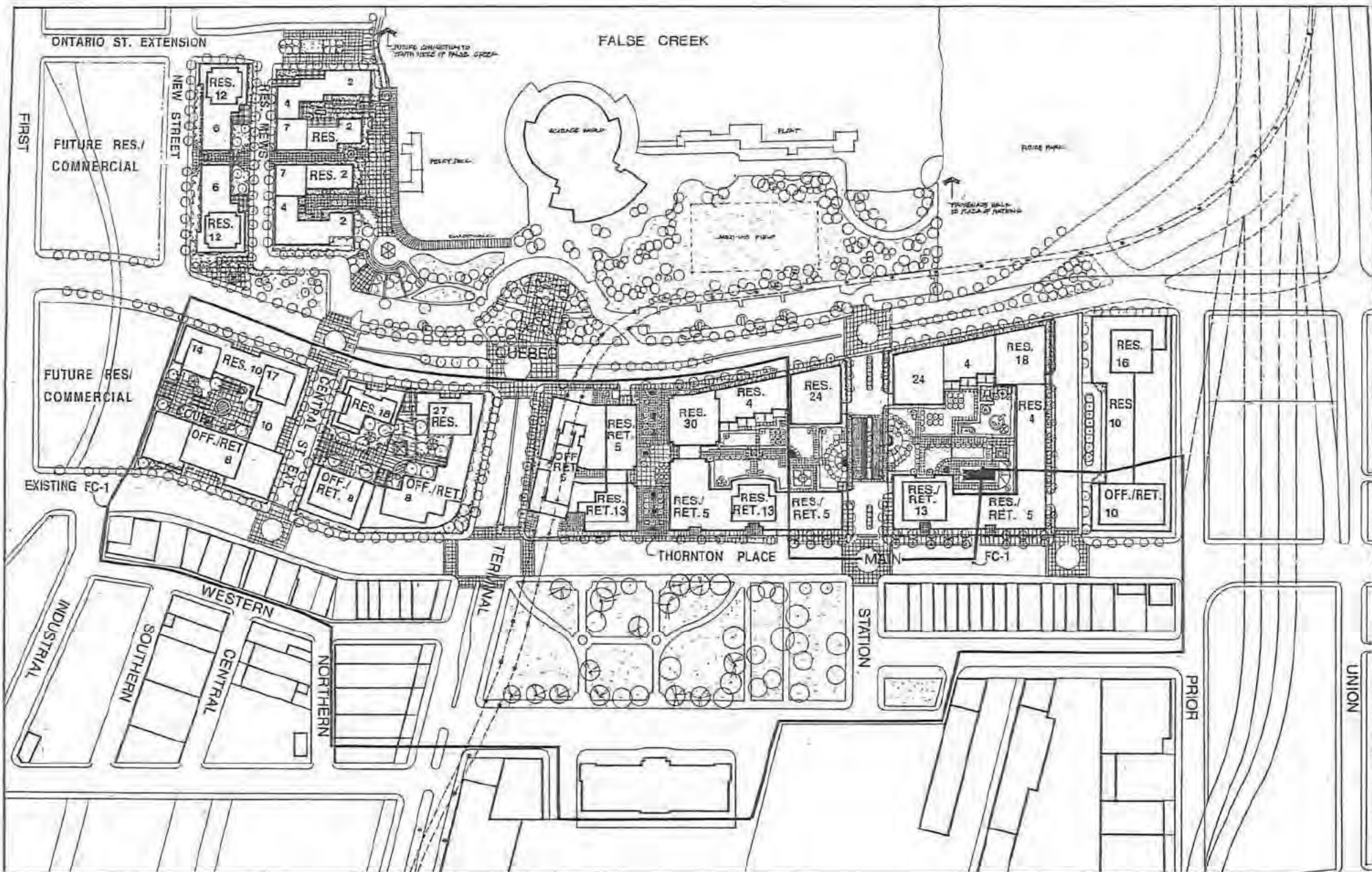
STATION / LAFARGE SITES
 BOSHA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

EXISTING CONTEXT

REVISED
 DATE: JAN. 20, 1980
 SCALE: 1-1000



A1



STATION / LAFARGE SITES
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

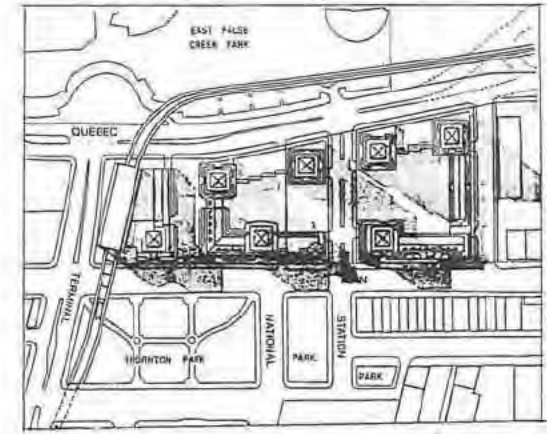
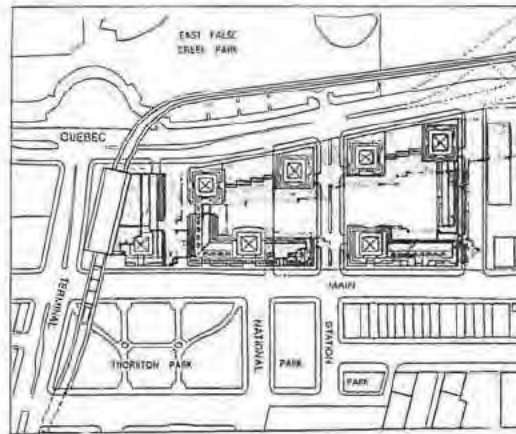
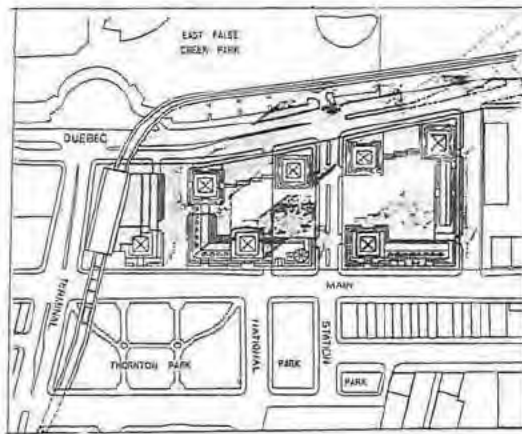
FUTURE CONTEXT

LARRY DIAMOND/RANDALL SHARP LANDSCAPE ARCHITECTURE

REVISED
 DATE: JAN. 20, 1989
 SCALE: 1-1000



A2

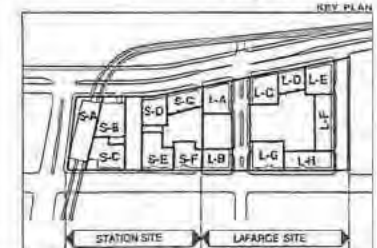


STATION SITE				
PRELIMINARY DEVELOPMENT PERMIT - TECHNICAL DATA				
point (reference point 10 measurements) (S. 4, E. 14, E. 1)				
USE AREA	FC/Zone	DEVELOP (10/2/1982)	REQUIRED	PROPOSED
FARM AREA	Waterways	45,397.8 (10/2/1982)		45,397.8 (10/2/1982)
	Other	22,641.3 (10/2/1982)		7,513.0 (10/2/1982)
	Road	45,021.2 (10/2/1982)		84,110.0 (10/2/1982)
	TOTAL	71,371.3 (10/2/1982)		29,410.8 (10/2/1982)
F.C.D.	Waterways	12.5 mcs	3.0	0.0
	Other	12.5 mcs	0.0	0.0
	Road	12.5 mcs	0.0	0.0
	(Waterways)	12.5 mcs	0.0	0.0
	TOTAL	3.0 mcs	0.0	0.0
Drainage	Units	0.0 mg		0.0 mg (10/2/1982)
FISHING	Waterways	162	162	162
	Other	162	162	162
	Road	162	162	162
	Other	162	162	162
	TOTAL	648	648	648
Livestock	Other	2.3	2.3	2.3
	Road	1.2	1.2	1.2
	TOTAL	3.5	3.5	3.5
Height		22.975 (height)		None
		188.775 (distance)		
Animals		Aluminum - W. side	3.0 (ft)	3.0 (ft)
		Through	1.0	1.0
		Through	1.0	1.0
		Through	1.0	1.0
		Through	1.0	1.0
Use	Designation	22.975 (10/2/1982)		22.975 (10/2/1982)
Height		22.975 (10/2/1982)		22.975 (10/2/1982)

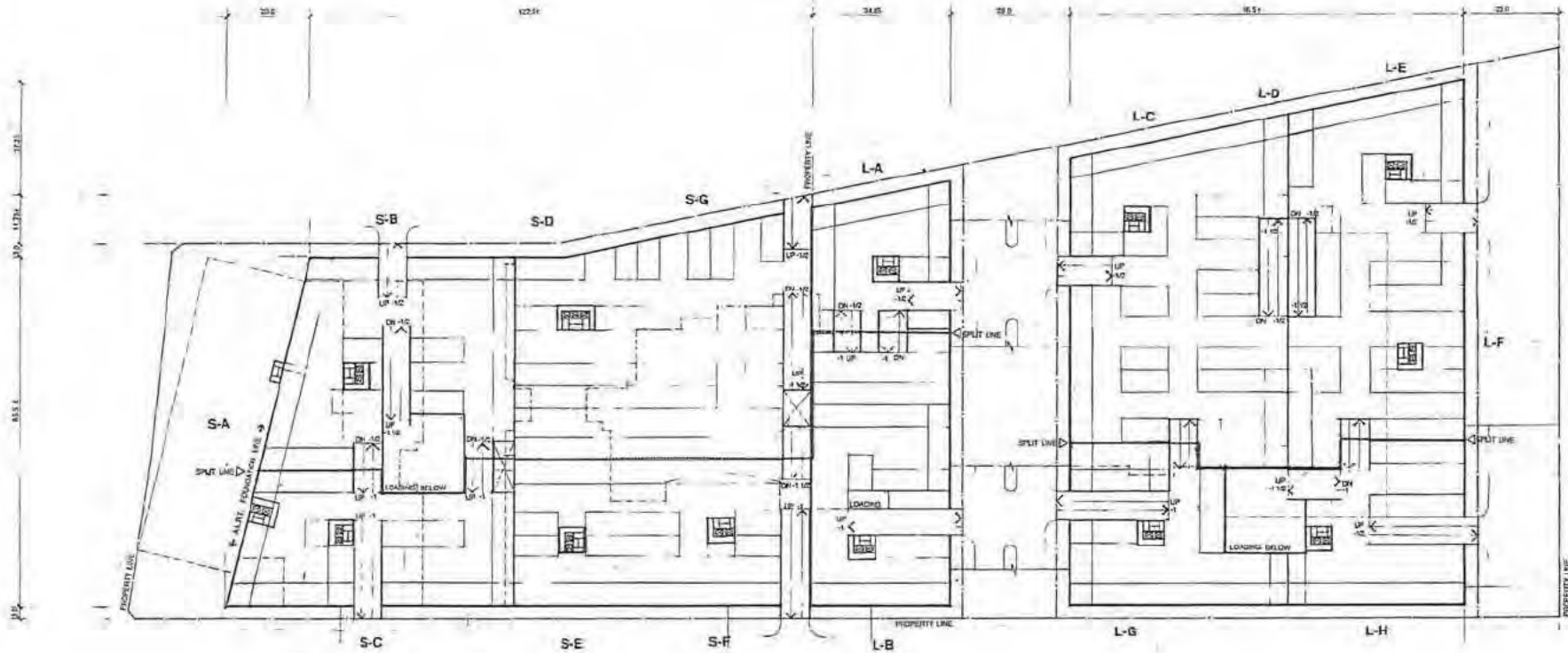
	Area in Sq Ft	Area in Sq m	Parking Requirements
S-A Office Retail	77,419 9,968	7,191.2 919.2	192 11
S-B Residential Retail	31,000 13,338	2,852.0 1,243.7	41 24
S-C Residential Retail	71,325 9,247	6,573.7 856	373 18
S-D Residential Retail	128,130 10,728	11,810.0 9,964.0	90 18
S-E Residential Retail	43,580 15,400	4,018.9 1,420.0	37 18
S-F Residential Retail	100,234 7,924	7,455.4 736.0	108 12
S-G Residential	32,300	3,000.0	41 24
Station site building Area Total		23,211.1sq2	230
	Office	7,192sq2	
Station Site Parking Total	Residential	3,742.1sq2	
	Retail	162	
	Transit	118	
	Office	450	
Leading Space Required	Office (Transit)	2.5 + 5	
	TOTAL	4.4	Leading spaces.

[illegible]

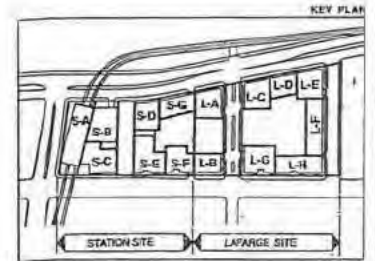
		Area in Sq. ft.	Area in Sq. m.	Parking Required
L-A	Residential	187,432	17,412	241
L-B	Residential Retail	24,136 8,000	2,242 741	71 12
L-C	Residential	187,432	17,412	248
L-D	Residential	24,761	2,281	30
L-E	Residential	120,890	11,188	159
L-F	Residential	35,027	3,234	46
L-G	Residential Retail	80,436 11,742	8,029 1,074	114 19
L-H	Residential	43,813	4,059	61
		13,500	1,254	24
				1,001
Lafayette Site Building Area Total:				
	Residential Retail		38,430sqm ² 7,048sqm ²	
Lafayette Site Parking Total:				
	Residential Retail		946 59	
			1,001	
Looking Space Required				
	Retail		5.0 Location Spaces	



STATION SITE LAFARGE SITE



PARKING ELEVATIONS
 COURTYARD (WEST) : +2.0 M
 PARKING LEVEL 1 (WEST) : +1.55 M
 PARKING LEVEL 2 (WEST) : +1.0 M
 PARKING LEVEL 1 (EAST) : +2.75 M
 PARKING LEVEL 2 (EAST) : +2.2 M
 PARKING LEVEL 3 (EAST) : +1.7 M



STATION / LAFARGE SITES
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

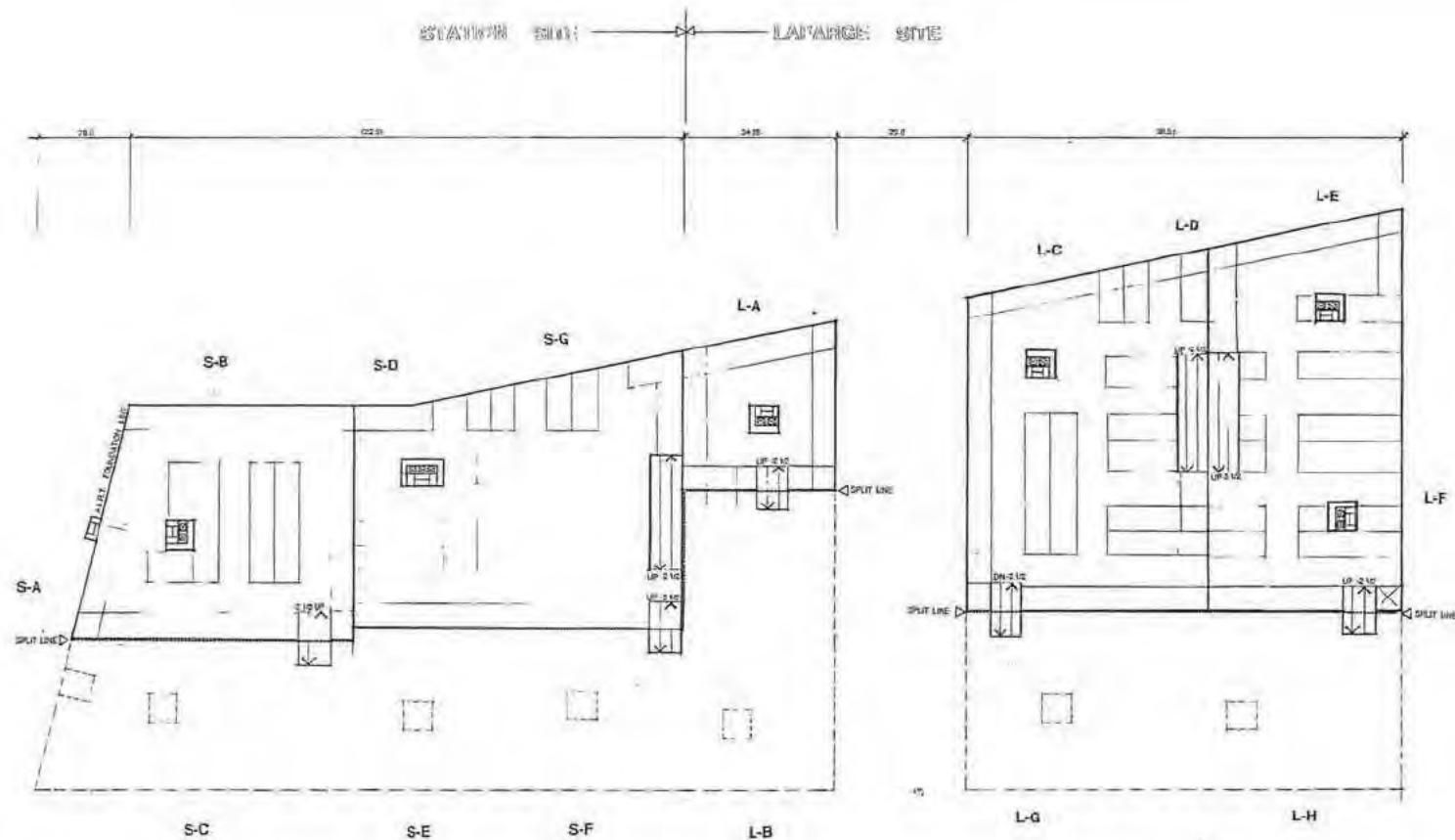
PARKING LEVEL 1

PROJECT ZERO DATUM LEVEL IS EQUAL TO
 AVERAGE BUILDING GRADE LEVEL AT 4.15 METERS

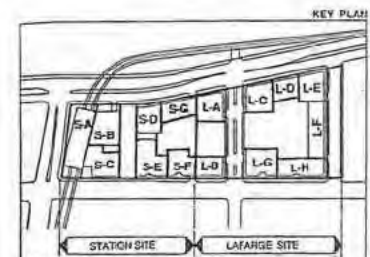
REVISED
 DATE: JAN. 20, 1989
 SCALE: 1:500



A5



LOADING ELEVATIONS
 COURTYARD (WEST) : +1.5 M
 PARKING LEVEL 1 (WEST) : +3.5 M PARKING LEVEL 1 (EAST) : +3.75 M
 PARKING LEVEL 2 (WEST) : +4.2 M PARKING LEVEL 2 (EAST) : +5.5 M
 PARKING LEVEL 3 (WEST) : +7.5 M



STATION / LAFARGE SITES
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

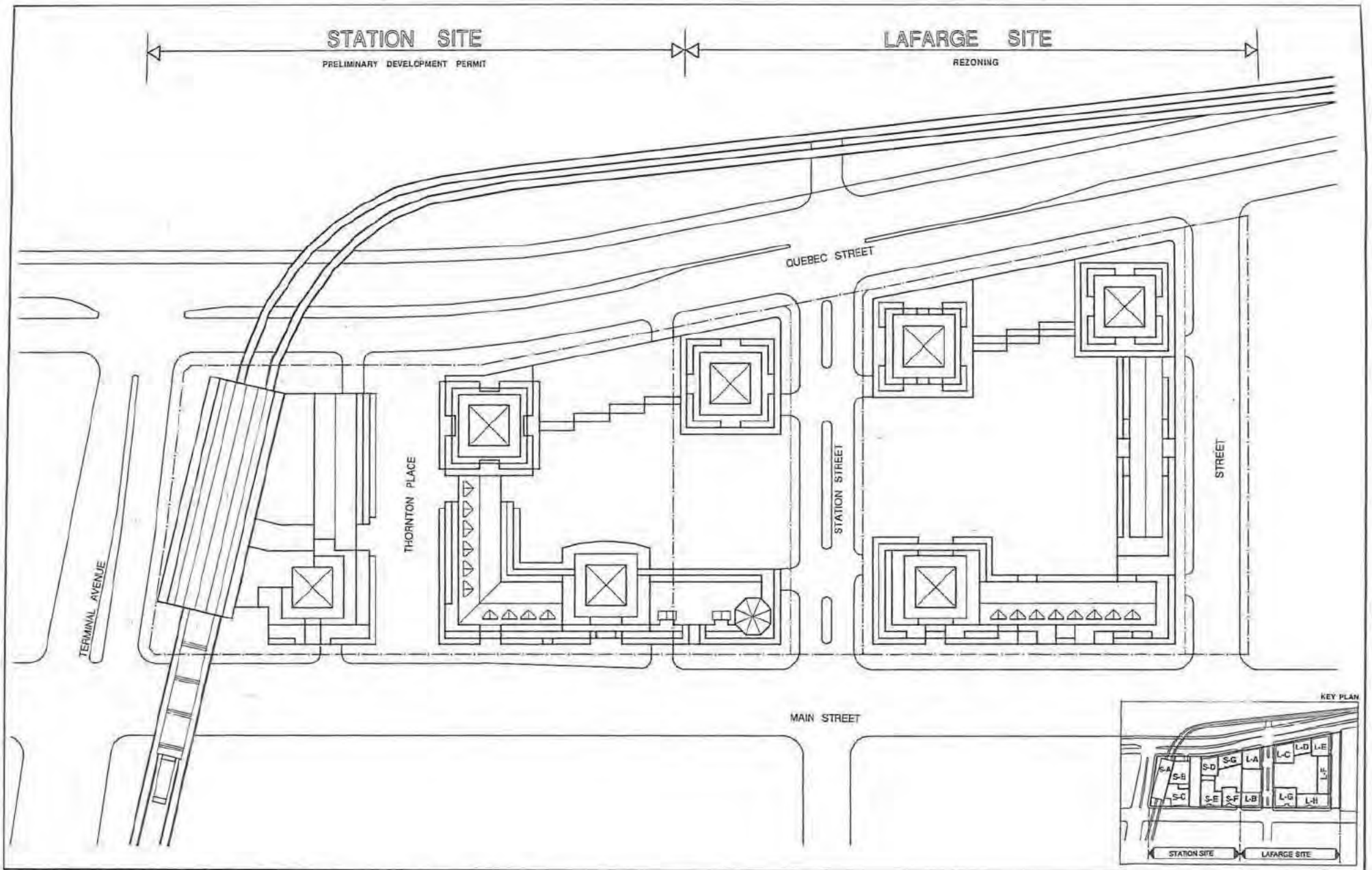
PARKING LEVEL 3

PROJECT ZERO SATURATE LEVEL IS EQUAL TO
 AVERAGE BUILDING GRADE LEVEL AT 1.15 METERS

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 DATE: JAN. 20, 1989
 SCALE: 1-500



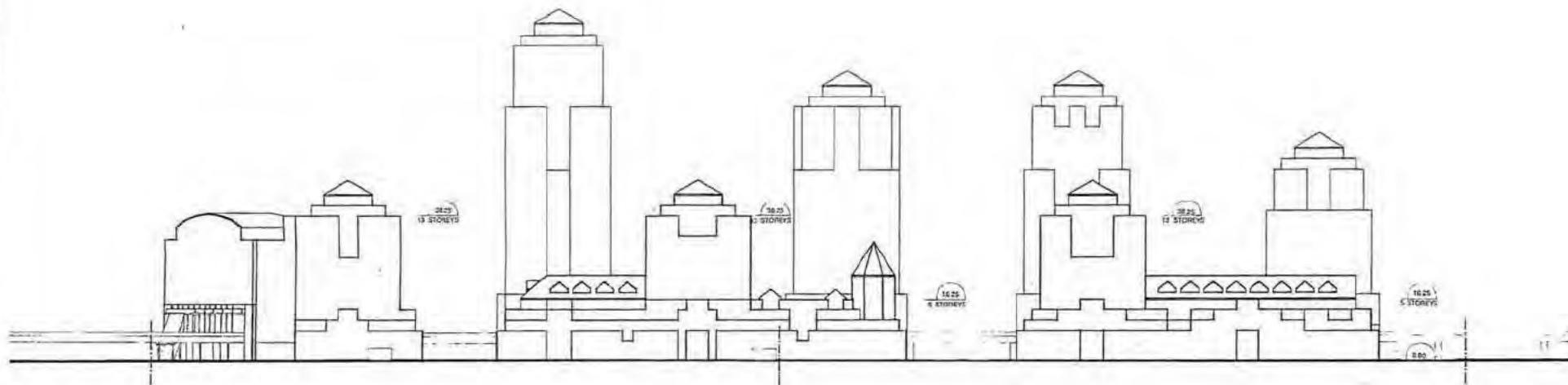
A7



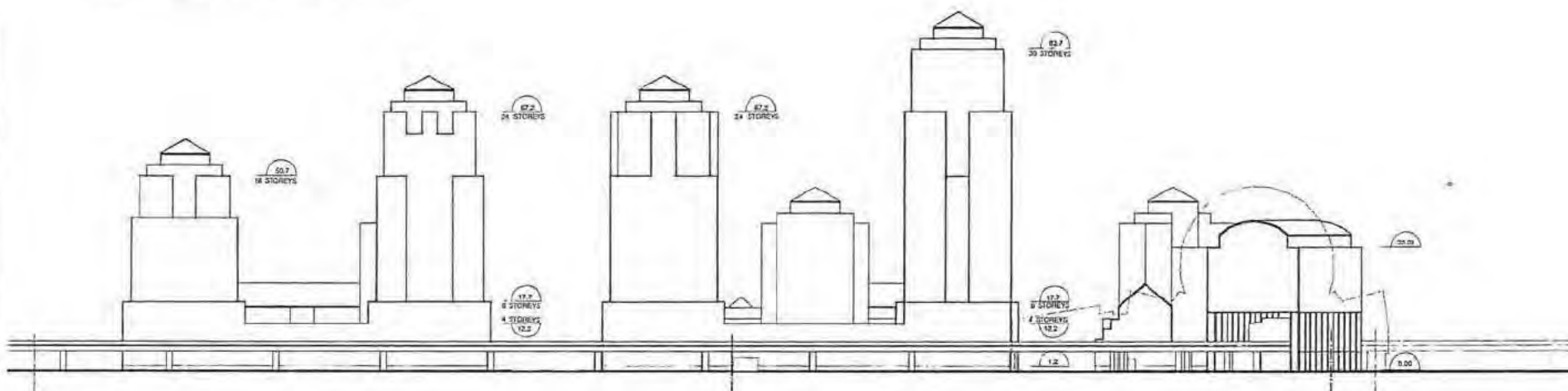
STATION / LAFARGE SITES
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

ROOF LEVEL

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 DATE: JAN. 20, 1989
 SCALE:  NORTH  **A10**



EAST ELEVATION (MAIN STREET)



WEST ELEVATION (QUEBEC STREET)

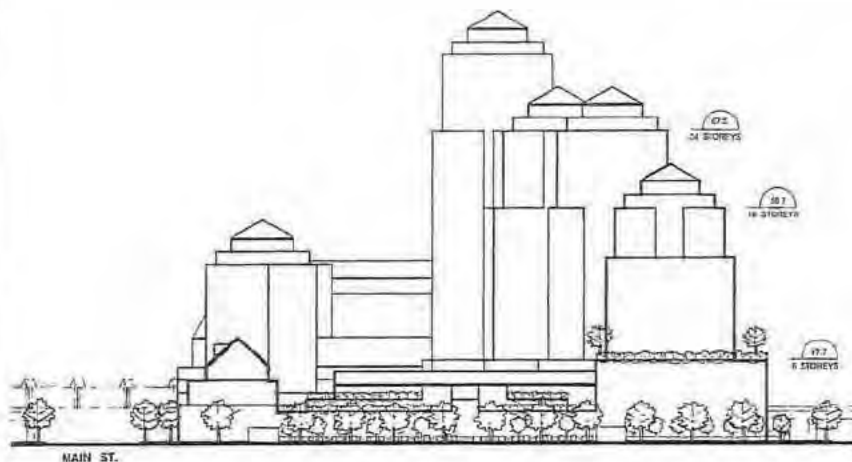
STATION / LAFARGE SITES
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

ELEVATIONS

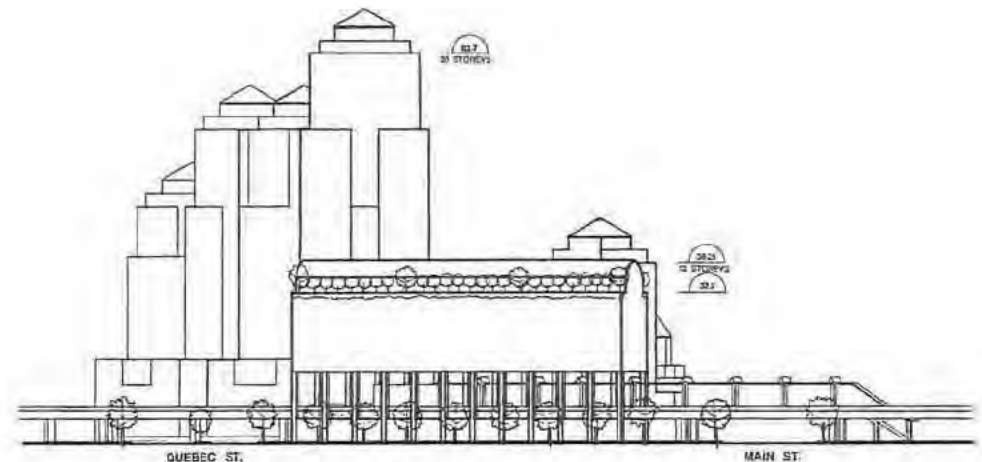
REVISED
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SCALE:



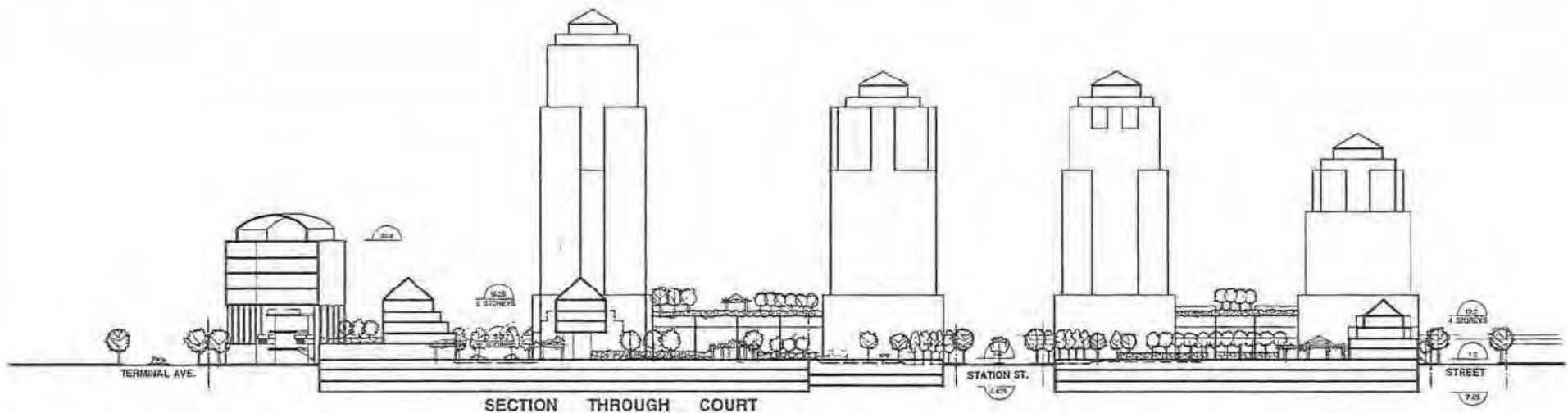
A11



NORTH ELEVATION



SOUTH ELEVATION (TERMINAL AVENUE)

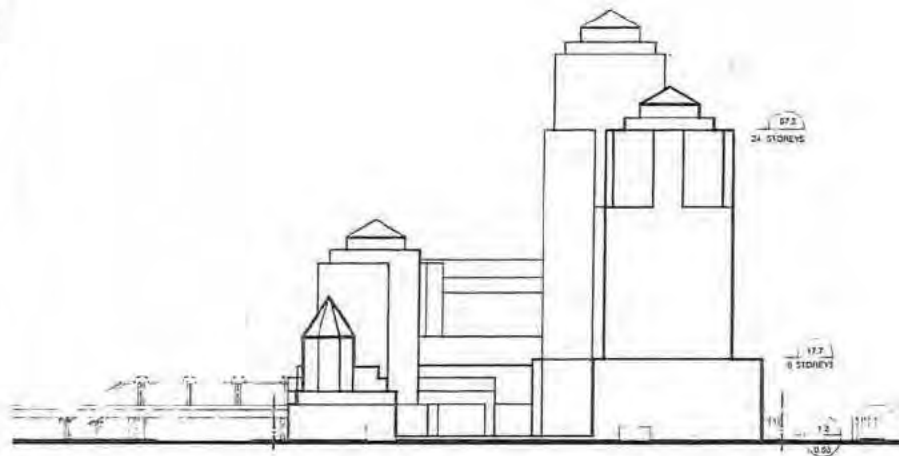


SECTION THROUGH COURT

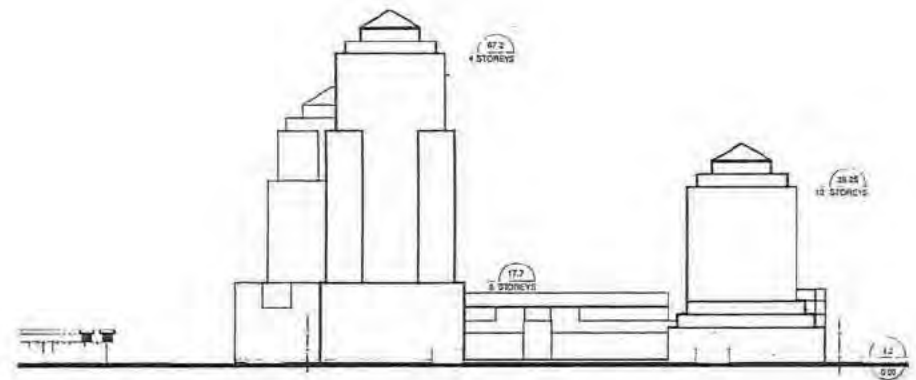
STATION / LAFARGE SITES
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

ELEVATIONS & SECTIONS
LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

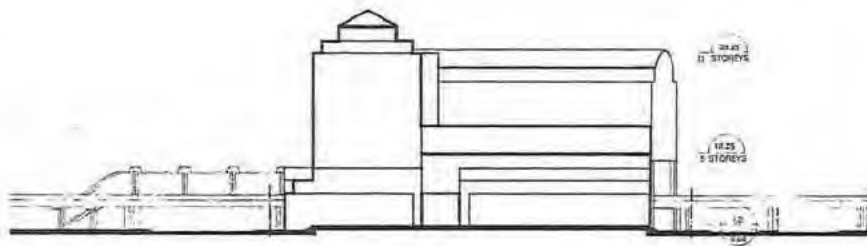
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DATE: JAN. 20, 1989
SCALE: 1-500
NORTH **A12**



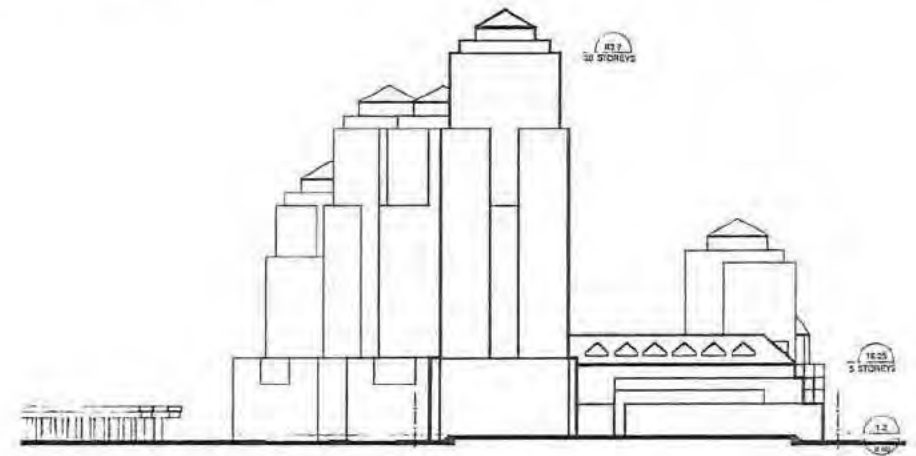
NORTH ELEVATION (STATION STREET)



SOUTH ELEVATION (STATION STREET)



SOUTH ELEVATION (THORNTON PLACE)

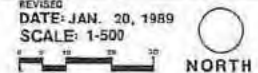


NORTH ELEVATION (THORNTON PLACE)

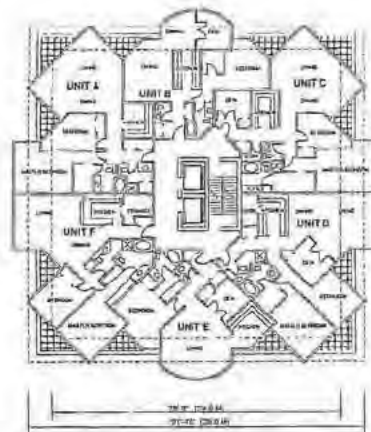
STATION / LAFARGE SITES
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

ELEVATIONS

REVISED
DATE: JAN. 20, 1989
SCALE: 1-500



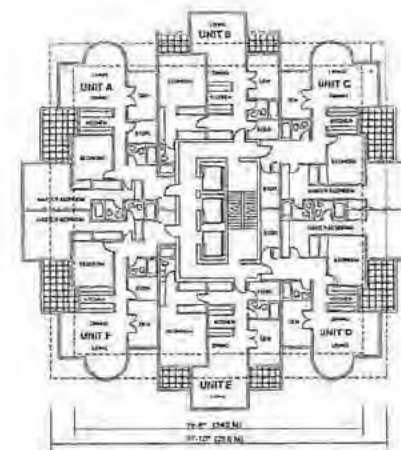
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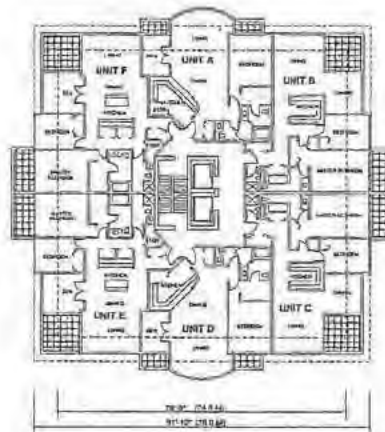
TOWER FLOOR PLATE - TYPE ONE
7600 SQ. FT. (704 M²)



TOWER FLOOR PLATE - TYPE TWO
7550 SQ. FT. (699 M²)



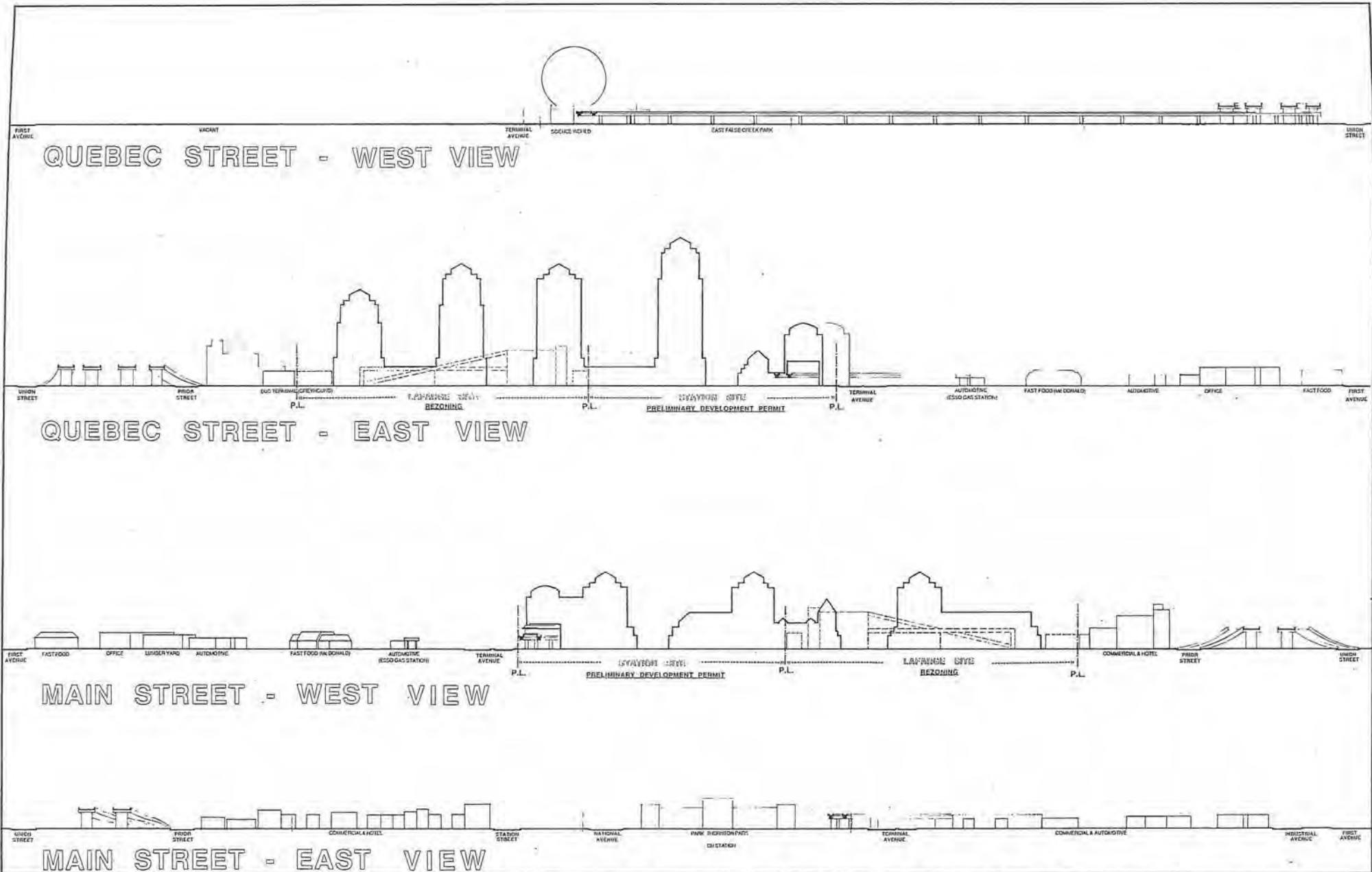
TOWER FLOOR PLATE - TYPE THREE
7635 SQ. FT. (708 M²)



TOWER FLOOR PLATE - TYPE FOUR
7500 SQ. FT. (697 M²)



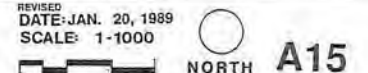
TOWER FLOOR PLATE - TYPE FIVE
7545 SQ. FT. (698 M²)

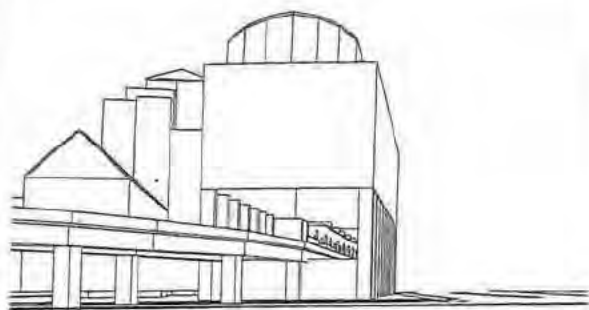


STATION / LAFARGE SITES
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

CONTEXT ELEVATIONS

REVISED
 DATE: JAN. 20, 1989
 SCALE: 1-1000

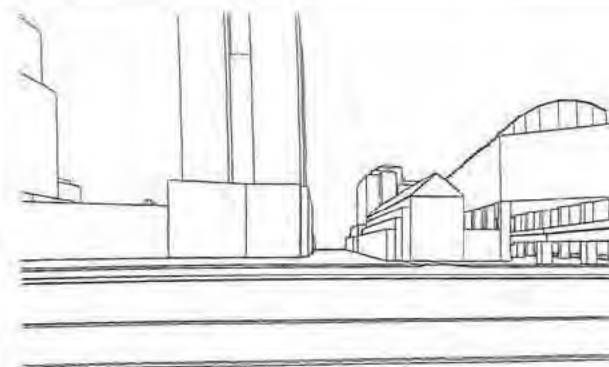




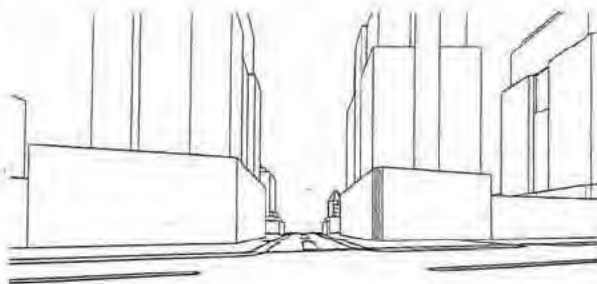
TERMINAL AVENUE- VIEW LOOKING EAST



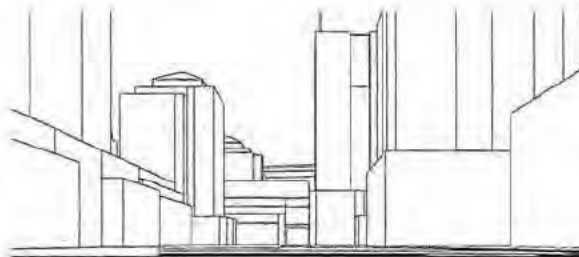
QUEBEC STREET- VIEW LOOKING EAST



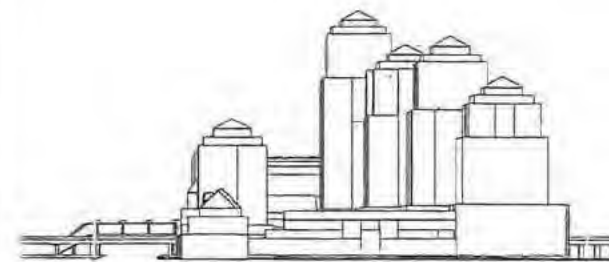
THORNTON PLACE- VIEW LOOKING EAST



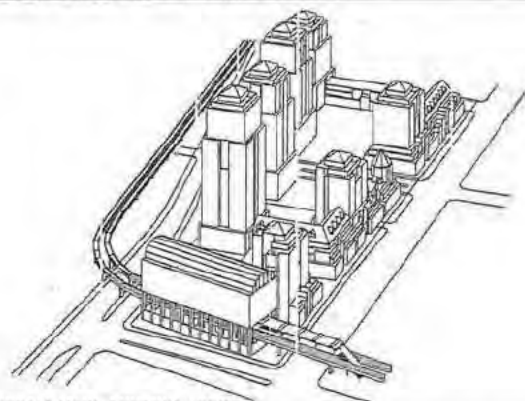
STATION STREET- VIEW LOOKING EAST



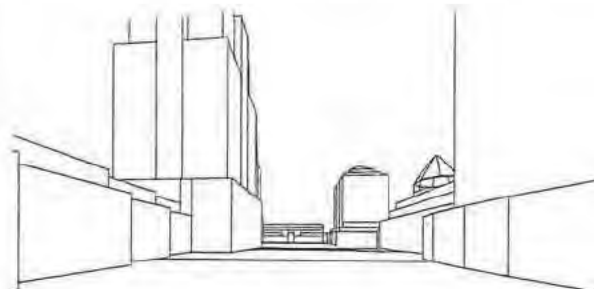
STATION STREET- VIEW LOOKING SOUTH



STREET - VIEW LOOKING SOUTH



OVERALL VIEW LOOKING NORTH



SOUTH COURT- VIEW LOOKING NORTH



MAIN STREET / STREET - VIEW LOOKING SOUTH / WEST

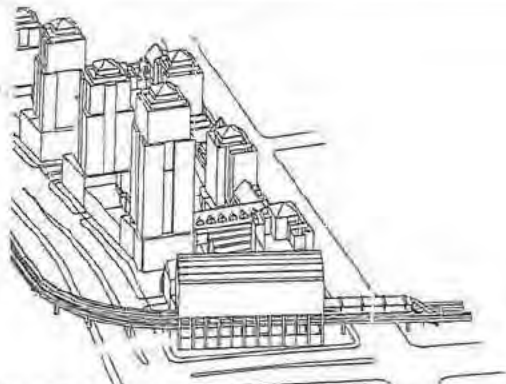
STATION / LAFARGE SITES
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

PERSPECTIVES

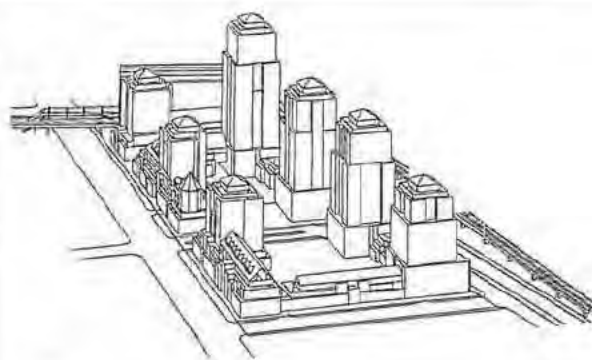
REVISED
DATE: JAN. 20, 1989
SCALE:



A16



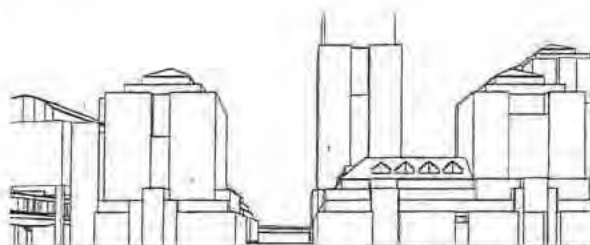
OVERALL VIEW LOOKING NORTH



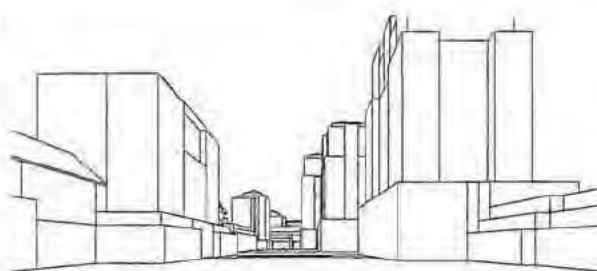
OVERALL VIEW LOOKING SOUTH



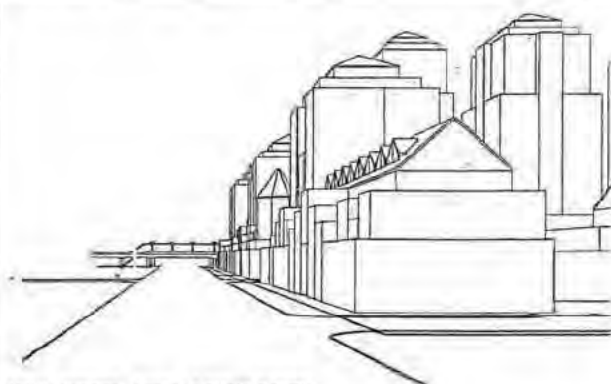
STATION STREET - VIEW LOOKING WEST



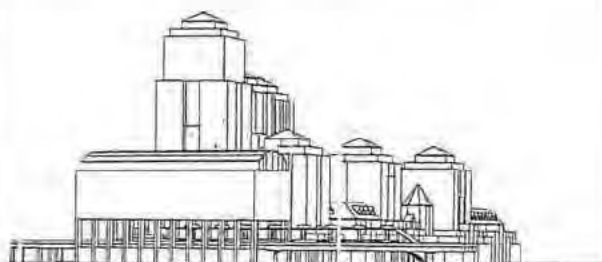
THORNTON PLACE - VIEW LOOKING WEST



NORTH COURT - VIEW LOOKING SOUTH



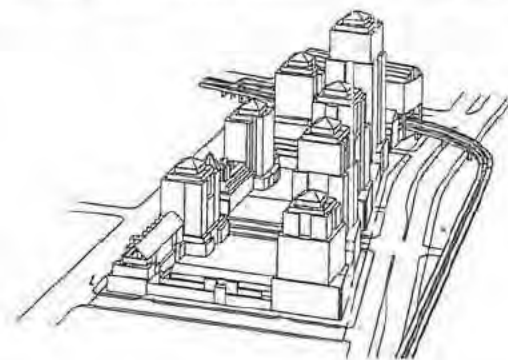
MAIN STREET - VIEW LOOKING SOUTH



MAIN STREET / TERMINAL AVENUE - VIEW LOOKING NORTH / WEST



OVERALL VIEW LOOKING WEST



OVERALL VIEW LOOKING SOUTH

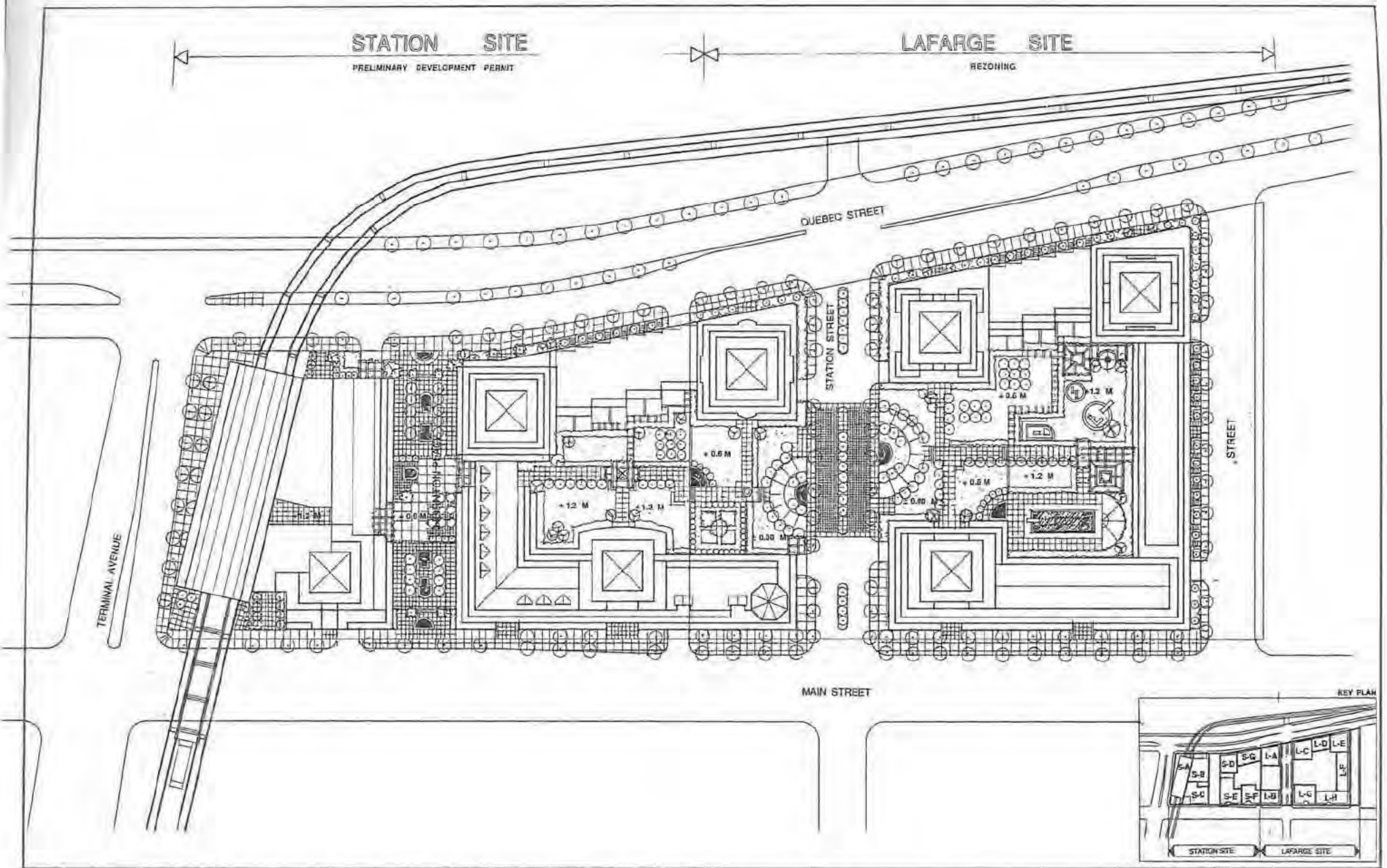
STATION / LAFARGE SITES
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

PERSPECTIVES

REVISED
DATE: JAN. 20, 1989
SCALE: 1/500




A17



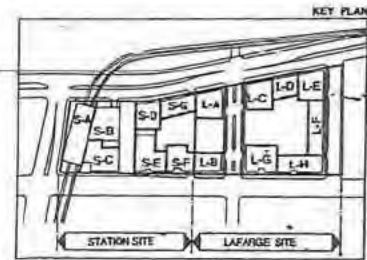
STATION / LAFARGE SITES
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

GROUND LEVEL LANDSCAPE
LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

REVISED
DATE: JAN. 20, 1999
SCALE: 1" = 500'

 NORTH

L1



STATION SITE

PRELIMINARY DEVELOPMENT PERMIT - TECHNICAL DATA

* unless otherwise noted all measurements in sq. m. (sq. ft.)

Site Area	FC-1 Zone	15,094.2			
		(162,478.0)			

		PERMITTED	REQUIRED	PROPOSED
Floor Area	Residential	45,282.6 (487,434.0)		45,282.6 (487,434.0)
	Office	22,641.3 (243,717.0)		7,192.0 (77,419.0)
	Retail	15,094.2 (162,478.0)		6,016.6 (64,765.0)
	TOTAL	75,971.0 (812,390.0)		58,491.5 (629,618.0)
F.S.R.	Residential	3.0 max		3.0
	Office	1.5 max		0.476
	Retail	1.0 max		0.398
	Office/Retail	N/A		
	TOTAL	5.0 max		3.874
Dwelling Units		no reg		400 approx 265 units/Ha (107 units/acre)
Parking	Residential		643 min	643
	Office		102 min)	102
	Retail		105 min)	105
	TOTAL		850 min	850
Loading	Office		2.5 min)	2.5
	Retail		1.5 min)	1.5
	TOTAL		4	4
Height		22.9 (75) outright 83.8 (275) discretionary		Varies
Setbacks			Main St - W. side 3.0 (10) (S.of National) min	3.0 (10) on all property boundaries
			Terminal Ave 3.0 (10) -N. side min	
Site Coverage NA				
Amenity		3,048.0 (10,000)		will include up to 3048 (10,000) - exact amount undetermined as yet.

		Area in Sq ft	Area in Sq m	Parking Required
S-A	Office	77,419	7,192.2	102
	Retail	6,988	649.0	11
S-B	Residential	31,000	2,880.0	41
	Retail	13,388	1,243.7	24
S-C	Residential	71,928	6,682.0	95
	Retail	9,549	887.0	16
S-D	Residential	228,310	21,210.0	302
	Retail	10,726	9,964.0	18
S-E	Residential	43,580	4,048.0	57
	Retail	15,400	1,430.0	24
S-F	Residential	80,256	7,455.0	106
	Retail	7,928	736.0	12
S-G	Residential	32,360	3,006.0	43

				850

Station Site Building Area Total

Residential	45,281m ²
Office	7,192m ²
Retail	5,942.1m ²

Station Site Parking Total

Residential	643
Retail	105
Office	102

	850

Loading Spaces Required

Office	2.5
Retail	1.5

TOTAL	4.0 Loading Spaces

LAFARGE SITE

REZONING APPLICATION - TECHNICAL DATA

* unless otherwise noted all measurements in sq. m. (sq. ft.)

Site Area	FC-1 Zone	2,915	(31,377.8)
	M-1 Zone	19,230.3	(207,000.0)
	TOTAL	22,145.3	(238,378.0)

		PERMITTED	REQUIRED	PROPOSED
Floor Area	FC-1 Portion Residential	8,745.0 (94,133.0)		4,265.3 (45,913.0)
	Office	4,372.5 (47,066.7)		0 0
	Retail	2,915.0 (31,377.8)		1,254.0 (13,500.0)
	Office/Retail	N/A		
	FC-1 TOTAL			5,519.3 (59,413.0)
	M-1 Portion Industrial	96,150.0 (1,034,983.8)		
	Residential			62,170.6 (669,221.0)
	Office			0
	Retail			1,795.0 (19,323.0)
	M-1 TOTAL			63,965.6 (688,542.5)
	GRAND TOTAL	110,726.5 (1,191,889)		69,485.2 (747,957.0)
F.S.R.	FC-1 Portion Residential	3.0		3.0
	Office	1.5		0
	Retail	1.0		1.37
	TOTAL	5.0		3.137
Dwelling Units		N/A		600 approx 271 units/Ha (110 units/acre)
Parking	Residential			
	Office		946 min	946
	Retail		0 min)	55
			55 min)	
	TOTAL		1,001 min	1,001

		PERMITTED	REQUIRED	PROPOSED
Loading	Retail TOTAL		3 min	3
Height	FC-1 M-1	22.9 (75) outright 83.8 (275) discretionary		Varies
Setbacks			Main St - W. side (S.of National) 3.0 (10) min	3 (10)
Site Coverage	NA			
Amenity		3,048.0 (10,000)		will include up to 3048 (10,000) - exact amount undetermined as yet.

		Area in Sq ft	Area in Sq m	Parking Required
L-A	Residential	187,432	17,412	248
L-B	Residential	24,136	2,242	32
	Retail	8,000	743	12
L-C	Residential	187,432	17,412	248
L-D	Residential	28,760	2,671	38
L-E	Residential	120,000	11,148	159
L-F	Residential	35,027	3,254	46
L-G	Residential	86,434	8,029	114
	Retail	11,323	1,051	19
L-H	Residential	45,913	4,265	61
	Retail	13,500	1,254	24
				<hr/>
				1,001

Lafarge Site Building Area Total:

Residential	66,433m ²
Retail	3,048m ²

Lafarge Site Parking Total:

Residential	946
Retail	55
<hr/>	
	1,001

Loading Spaces Required

Retail	3.0 Loading Spaces
--------	--------------------

Station Site
Notes on Preliminary DPA

Genie

Let's Discuss!

Susan.

- residential - 1000 - 1200 units
- middle to middle-upper income
- non-family
- fsr 3.0
- most residential on Quebec
- Station site 400-450 units
- Lafarge site 600-750 units

office towers

street-oriented retail(2 levels)

street wall with interior court yard

total density fsr 4.59 (5.0 allowed)

Thornton Place - pedestrian street/open space - lined with
up to 2 levels of retail

what is a "motor court"?

Issues

No family housing proposed (Pacific Place is required to
provide at least 25% of units for families)

Is this site suitable for families? Or should the developer
be required to provide family housing off-site?

No social housing is indicated. PP is required to provide
20% core needy housing.

Is park/open space allocation sufficient?

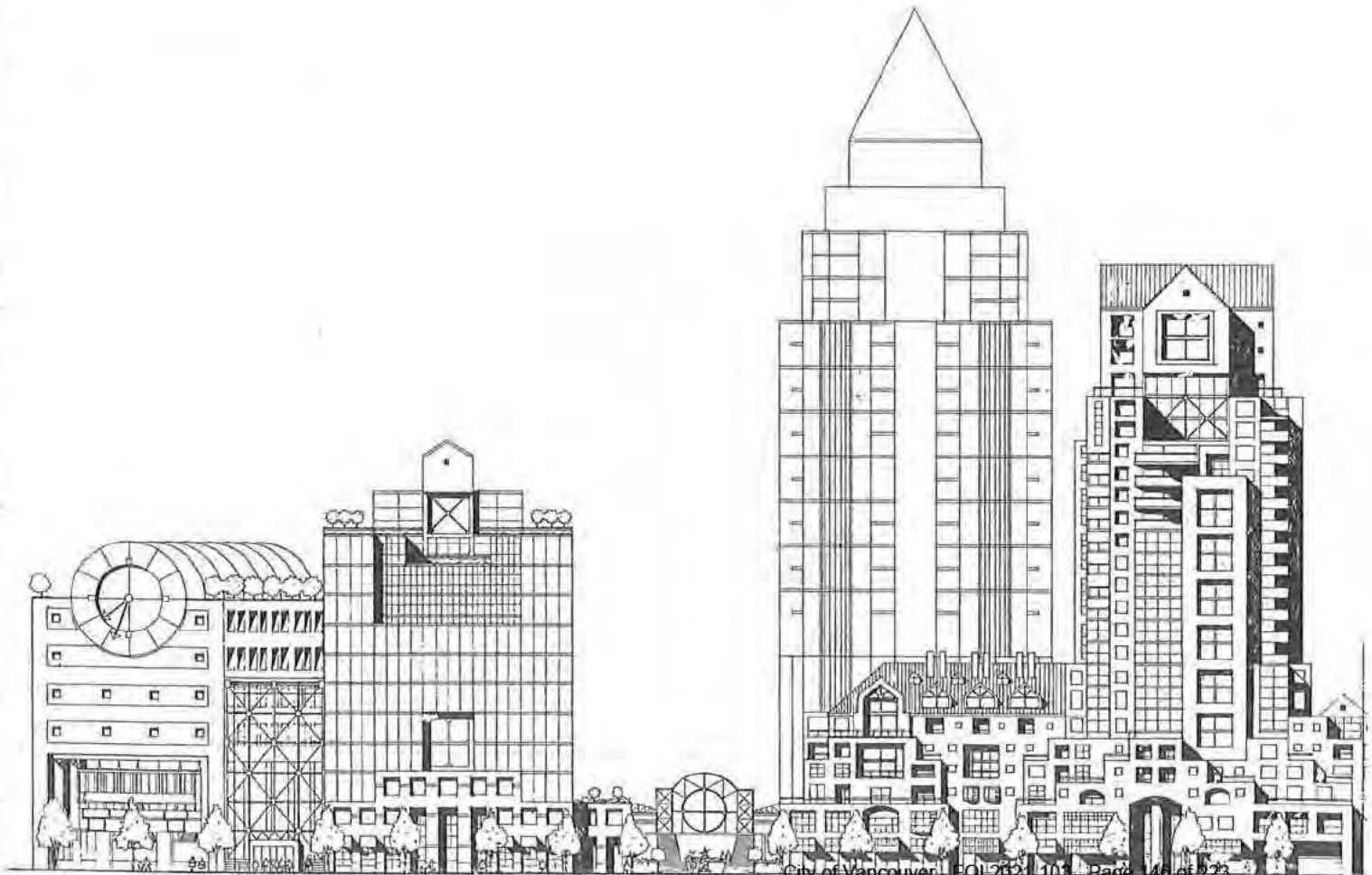
STATION SITE

PRELIMINARY DEVELOPMENT PERMIT REPORT

BOSA DEVELOPMENT CORPORATION

PERKINS & CHEUNG LTD.

OCTOBER 3, 1988



APPLICANT

Bosa Development Corporation Ltd

ARCHITECT

Perkins & Cheung Ltd

CONSULTANTS

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Soils	-	Keystone MacLeod Geotechnical
Traffic	-	N.D. Lea
Survey	-	McElhanney

The applicants gratefully acknowledge the advice and assistance of the following City Staff:

PLANNING DEPARTMENT

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Mike Kemble
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ENGINEERING DEPARTMENT

Ian Adam
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Brent MacGregor
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CONTENTS

1.0 INTRODUCTION

- 1.1 Site Description
- 1.2 Planning Background

2.0 EXISTING CONDITIONS

- 2.1 Ownerships
- 2.2 Land Use
- 2.3 Built Form
- 2.4 Zoning and Land Use Policy
- 2.5 Opportunities and Constraints

3.0 SCHEME RATIONALE

- 3.1 Concepts
 - 3.1.1 Uses
 - 3.1.2 Built Form
 - 3.1.3 Movement
 - 3.1.4 Livability
 - 3.1.5 Open Space and Landscaping
 - 3.1.6 Development Issues

4.0 SCHEME ANALYSIS

- 4.1 Uses
 - 4.1.1 Residential
 - 4.1.2 Office
 - 4.1.3 Retail
 - 4.1.4 Total Density
- 4.2 Movement
 - 4.2.1 Local Streets
 - 4.2.2 Lanes/Service
 - 4.2.3 Parking/Loading
 - 4.2.4 Pedestrians
 - 4.2.5 Traffic Analysis
- 4.3 Views
 - 4.3.1 Public Views
 - 4.3.2 Landmark Views
 - 4.3.3 Private Views

1 INTRODUCTION

This report has been prepared as a supporting document for a Preliminary Development Permit application for the Station site at the east end of False Creek, currently zoned FC-1. A previous development scheme was approved for the site in the mid '80's but was never built, and the Development Permit has lapsed.

The current Preliminary Development Permit application is being made under the existing zoning.

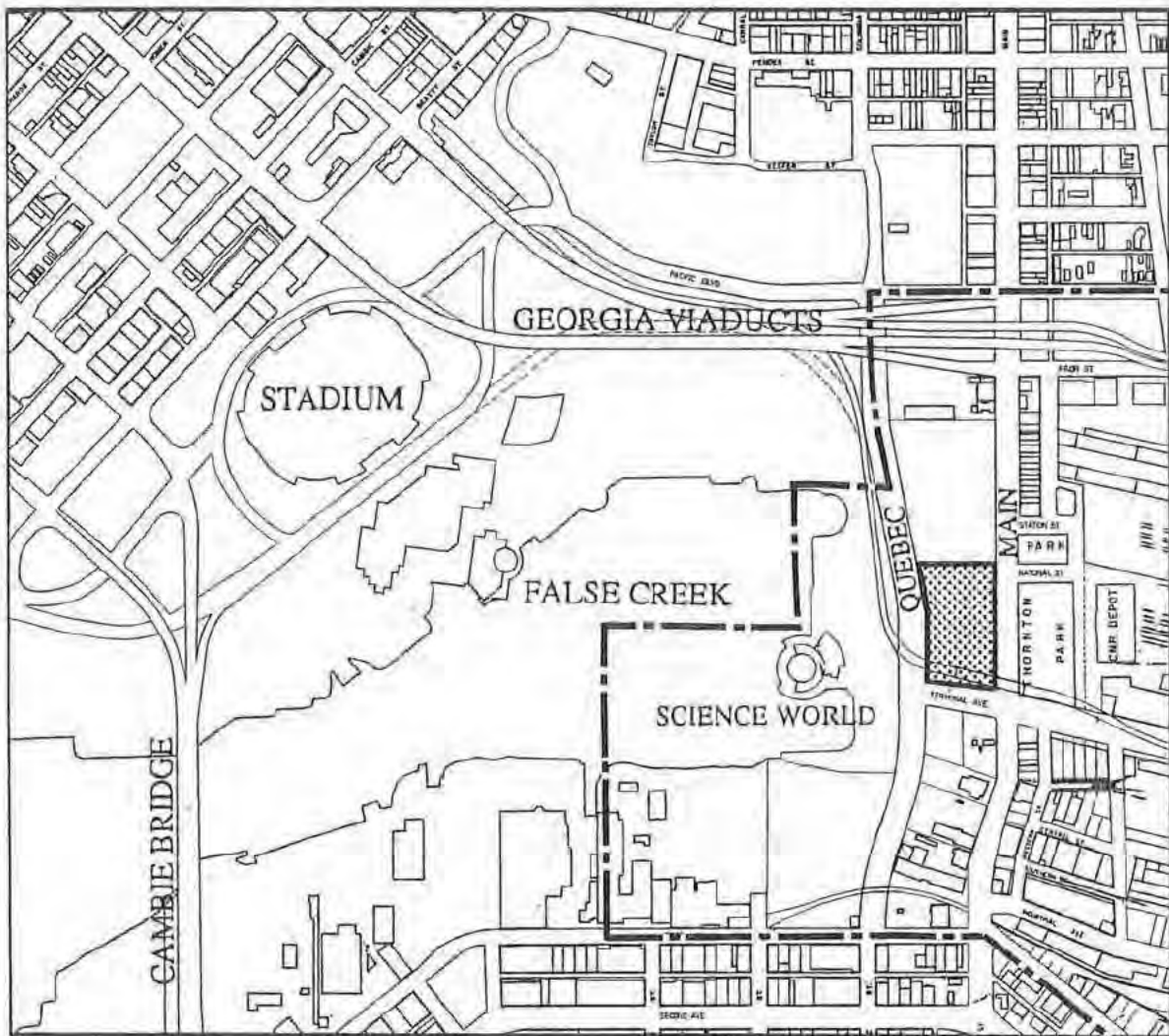
The Lafarge site, adjacent to the Station site, is also controlled by the applicant and will be subject of a separate rezoning application. The two sites together present an opportunity to create a very high-quality development with sufficient "critical mass" to transform this area from a neglected "no-man's land" to a vital neighbourhood. To ensure realization of this opportunity an overall urban design concept has been developed and is presented in this report.

It should be noted that the subject application is for a PDP on the Station Site only.

Section 2 of the report describes the existing area land uses, built form, zoning etc. Section 3 describes and provides a rationale for the development proposal using the major urban design concepts which have generated the scheme. Section 4 deals on a point by point basis with the response of the scheme to the various current city policies, regulations and guidelines.

Appendix 1 contains selected reduced drawings of the scheme as well as statistics. Appendix 2 describes an urban design scenario for the area around the project including some City-owned lands.,

Separate reports contain acoustic analysis, traffic impact analysis and soils reports.



1 SITE LOCATION

--- EAST FALSE CREEK POLICY PLAN AREA

1.1 SITE DESCRIPTION

The site is located between Main and Quebec Streets, north of Terminal Avenue.

It encompasses approximately 1.51 Ha (3.75 Ac) and is generally flat.

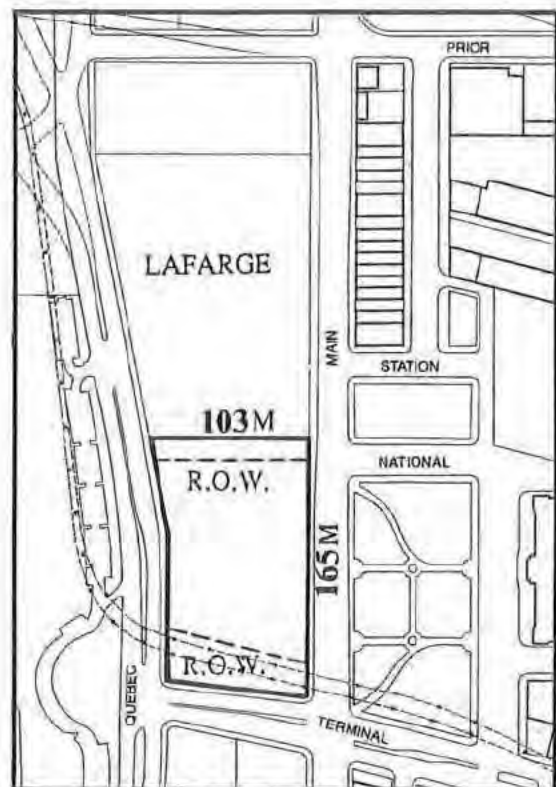
The legal description is:

Lot C D.L. 196 & 2037

Plan 11511

Lot 3 D.L. 2037 Plan 15505

There are two major legal rights of way on the site. The 12m (40 ft) R.O.W. on the north edge was put in place as a service corridor for the previously approved development. The R.O.W. adjacent to Terminal Avenue accommodates the Skytrain Station.



1.2 PLANNING BACKGROUND

The development of the scheme has been assisted by a well-developed set of City regulations, policies, and guidelines resulting from planning work undertaken in the early '80's.

Published sources most used were:-

- East False Creek Policy Plan (approved by City Council February 21, 1984)
- Zoning and Development Bylaw No. 3575
- Parking By-law No. 6059
- East False Creek FC-1 Guidelines (Adopted by City Council February 18, 1986)
- Residential Livability Categories for HDR Spot Zonings (undated)

2 DIMENSIONS & R.O.W.

Several different options for building massing were generated and reviewed with relevant City staff, whose input was helpful in clarifying City objectives and concerns.

2 EXISTING CONDITIONS

2.1 OWNERSHIPS

Figure 3 shows the consolidated sites in the immediate area and indicates those in City ownership.

The proposed development has the opportunity to catalyse development within the whole area.

2.2 LAND USE

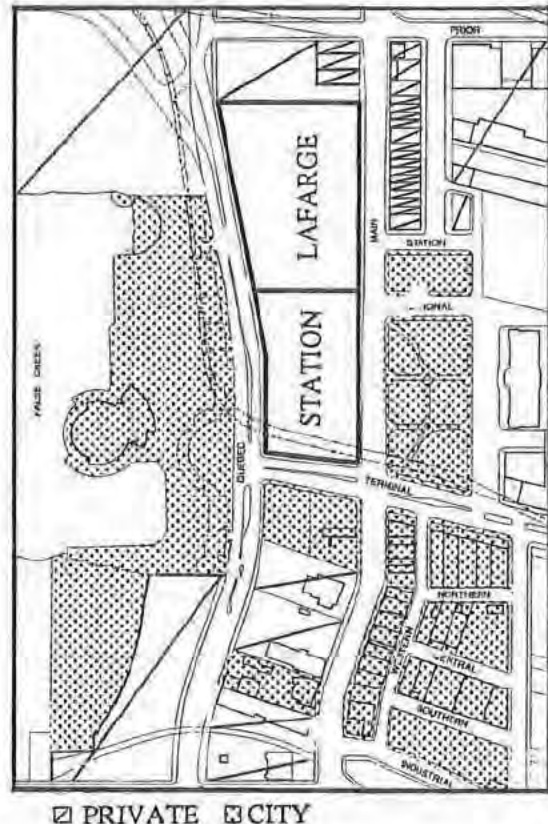
Figure 4 shows current uses in the immediate area. The Station site is currently vacant except for the Main/Terminal Skytrain Station. The adjacent Lafarge site is occupied by a concrete plant which is linked by overhead/ underground conveyor to barge dock on False Creek. The plant has already initiated a move to another site, and the applicant is encouraging the removal of the conveyor as soon as possible to facilitate work on the new park.

Aside from Science World and the CN/Via rail station and yards, the uses are generally industrial service commercial and auto-oriented commercial, with some older residential hotels on Main just south of the Georgia Viaducts.

2.3 BUILT FORM

Figure 5 illustrates existing built form and heights of adjacent development.

While a number of the older commercial structures on Main are of some architectural interest (eg. Ivanhoe Hotel, Bank of Montreal),



☒ PRIVATE ☑ CITY

3 OWNERSHIPS

the major structures of significance are the CN Station, Science World (former Expo Centre) and the Skytrain guideway and station.

2.4 ZONING AND LAND USE POLICY

Figure 6 shows current zoning in the area.

FC-1 is a mixed use high density zoning which permits (primarily):

Total FSR	: 5.0 maximum
Residential	: 3.0 maximum
Office	: 1.5 maximum
Retail	: 1.0 maximum
Hotel	: 4.0 maximum

The current North Park Official Development Plan will be extensively revised as part of new planning for Pacific Place. The park area already committed adjacent to Science World will most likely be augmented by additional park land on Pacific Place as noted.

2.5 OPPORTUNITIES AND CONSTRAINTS

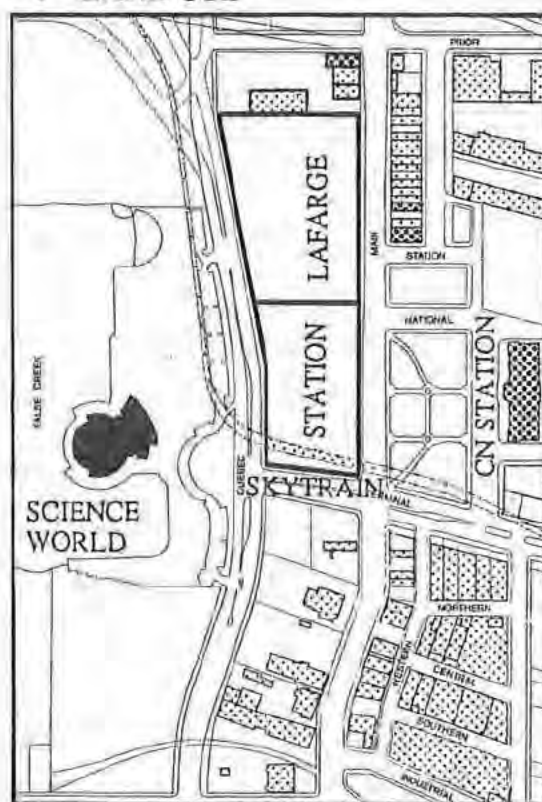
The major opportunities which the sites present are:

- adjacency to False Creek and future East False Creek park, with associated views and open space amenities; as well as to Thornton Park and views to the east.
- adjacency to Main Street Skytrain station and bus routes, as well as to major arterials, providing good access to downtown as well as the outlying areas along the transit line.



□ VACANT □ PARK ▨ INDUSTRIAL
▤ COMMERCIAL

4 LAND USE



□ 1-3 St. ▤ 4-6 St. ■ 6 + St.

5 BUILT FORM

For the Lafarge Site a major service area under the northern-most block serves office and retail on parcels L-G and L-H.

The minor amount of retail space located on parcel L-B is served by a single loading bay.

d. Separate Parking Garages

Commercial parking is kept separate from residential parking. To ensure security and identifiability, residential parking is located in a number of separate garages each of which serves one major building (and some of the adjoining low- to mid-rise development).

e. Parking Below Grade

While the sites do have a high water table, it is possible to place most of the parking below grade.

On the Main Street side of the project includes 2 parking levels kept fully below grade in order that retail space can be directly at street level.

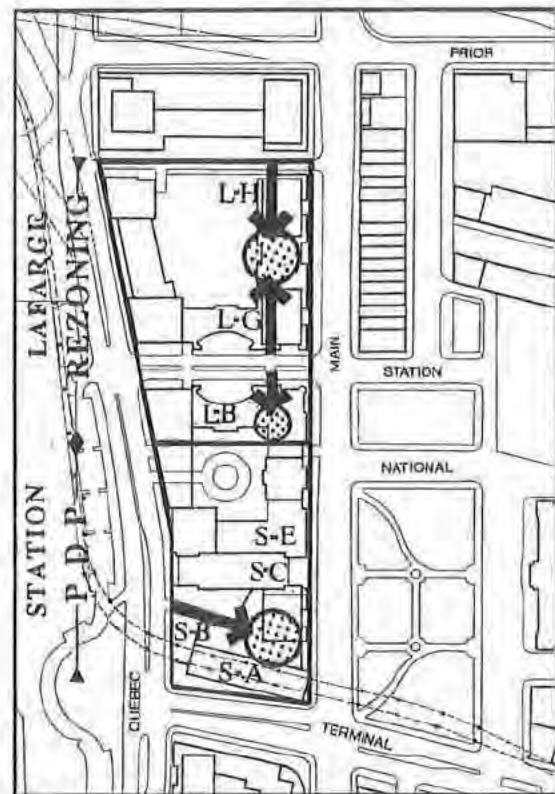
The west part of the sites incorporates 3 parking levels, 2 fully below and 1 partially below grade. The raised half-level podium serves to separate residential units from Quebec Street, improving their livability.

f. Vehicle Access Points

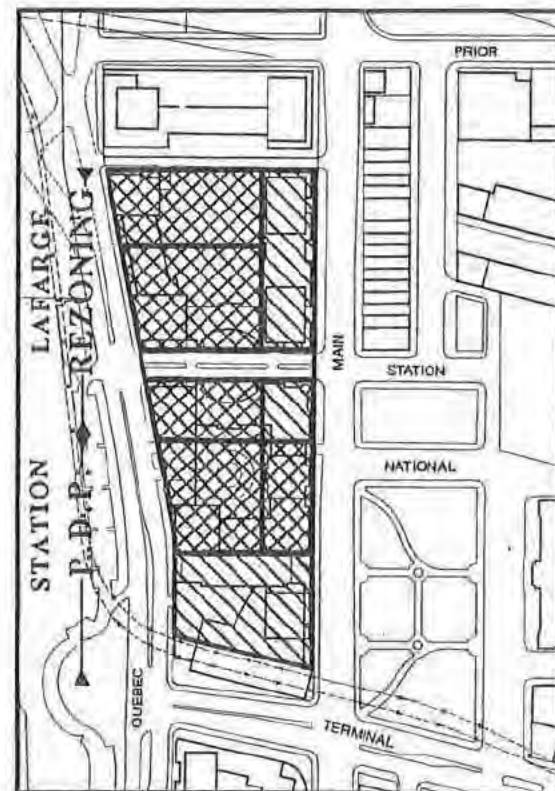
The number of vehicular access points to underground parking from Quebec and particularly Main Street is minimized. The Station site has one on Main and two on Quebec. The Lafarge site has none on either.

g. Motor Court

A motor court is located in the centre of the middle block to provide the residential tower on



16 BELOW GRADE SERVICING

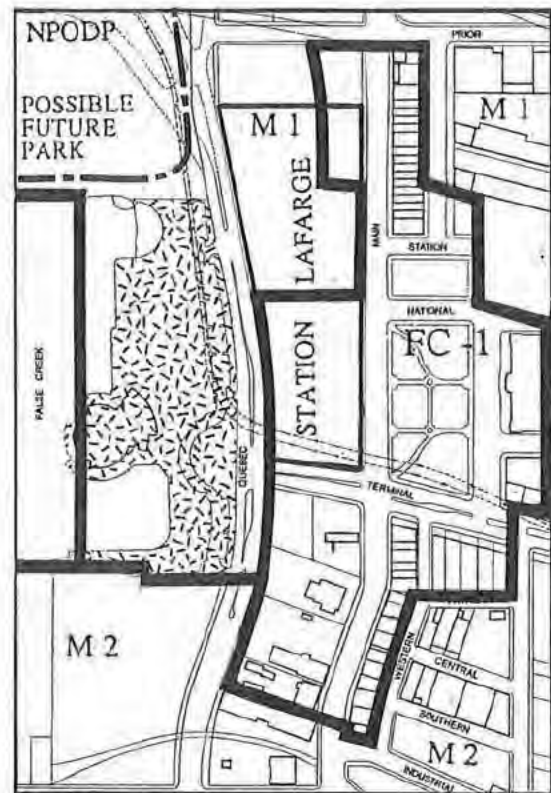


17 SEPARATE PARKING GARAGES

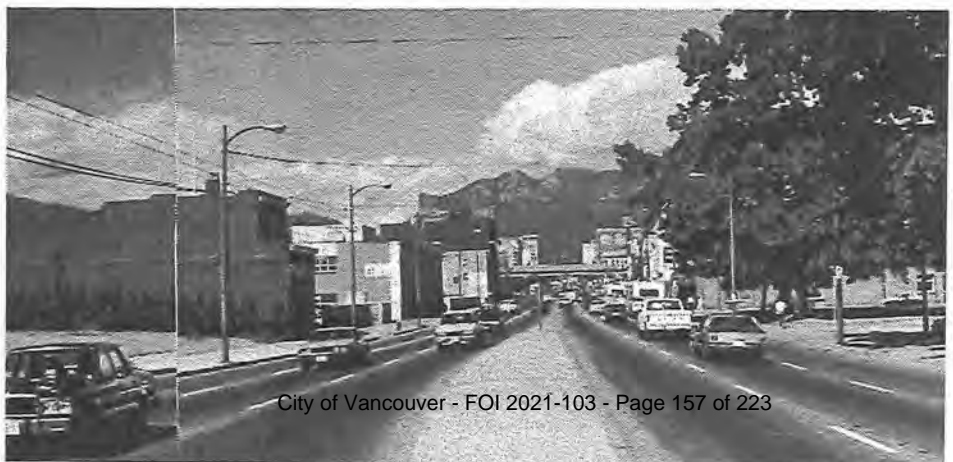
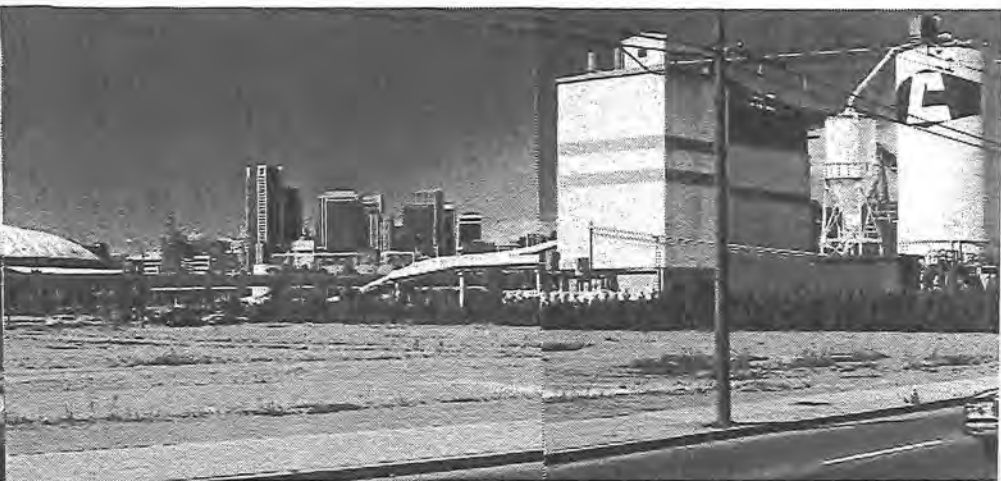
- large size, permitting flexibility in planning to achieve optimum conditions for intended uses as well as fulfilling City urban design objectives.

The major drawback of the sites is:

- location in an area unconnected (by land use or built form) to adjacent areas such as Mount Pleasant, Chinatown or False Creek.



6 ZONING



PANORAMIC VIEW ACROSS STATION SITE



VIEW FROM NATIONAL AVE TO LAFARGE



VIEW FROM TERMINAL & QUEBEC

3 SCHEME RATIONALE

In this section the scheme is explained in a series of concept statements and diagrams which provide both a guided tour of the development, and a step-by-step design rationale for the form that it takes. Selected reduced drawings and statistics can be found in Appendix 1.

A future development scenario for the immediate context of the site was developed based on current land ownership patterns and City land use policies. Details on this scenario can be found in Appendix 2.

Discussion of impacts of the project and its relationship to City policy are presented in Section 4 following.

3.1 CONCEPTS

3.1.1 Uses

- a. High Density Residential,
Some Mixed Use

The scheme creates a very livable, marketable high density residential community, combining it with some office and retail uses as appropriate and marketable in this location.

The scope of the residential development (in the range of 1,000 - 1,200 units) should provide sufficient "critical mass" to overcome the current isolation of the area.

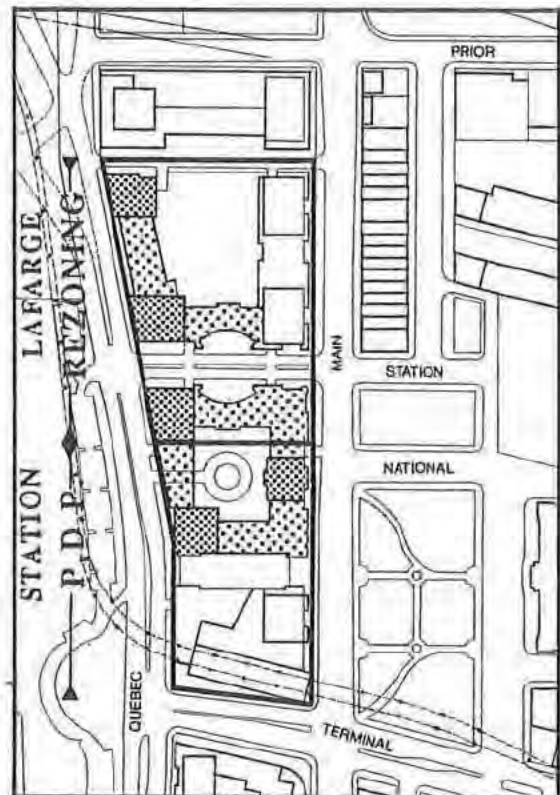
A middle to middle-upper income, non-family market is anticipated for the residential buildings, and most units will be two bedrooms.

- b. Amenity Residential

The residential uses are located to take advantage of primary westward views over False Creek, and secondary eastward views over rail lands and East Vancouver to mountains.

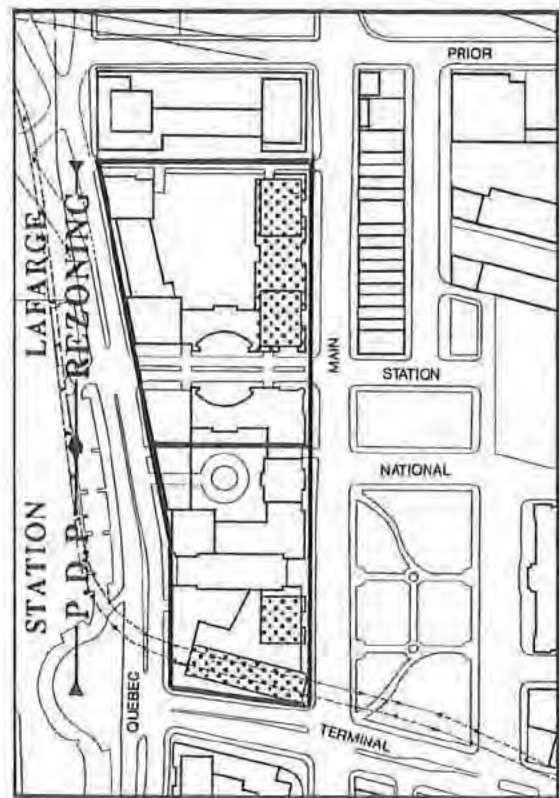
- c. Identifiable Office Buildings

Office uses are located in separate, identifiable buildings facing Main Street and Terminal Avenue for visibility.



□ MEDIUM RISE ▨ HIGH RISE

7 RESIDENTIAL USES

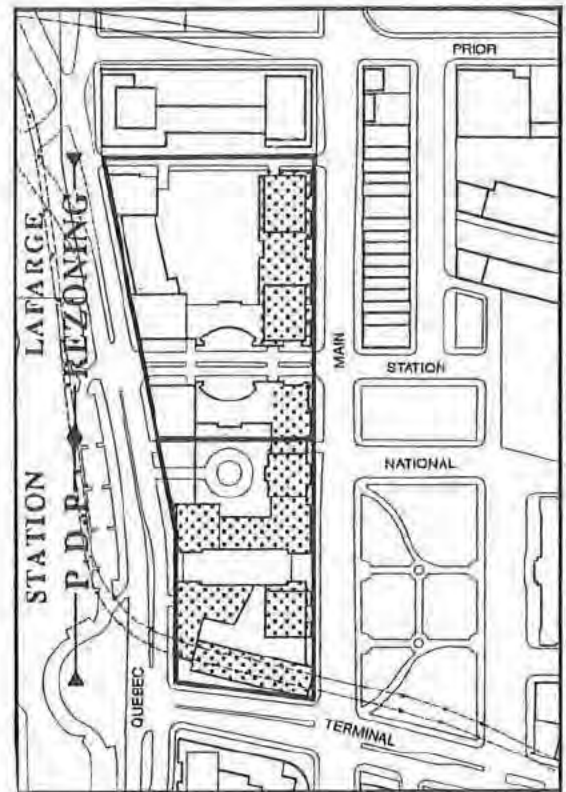


8 OFFICE USES

d. Street-Oriented Retail

Continuous, street-oriented retail is located along Main Street and "Thornton Place" edges. As much retail space as possible is placed on two levels, but it is recognized that the market for retail floor area in this location will not approach the FC-1 maximum of FSR 1.0.

If the proposed second level of retail proves unmarketable as the scheme develops further, the second level may be converted to office use.



9 RETAIL USES

3.1.2 Built Form

a. Urban Grid

The large sites are deliberately broken down into urban scale blocks more typical of the Vancouver pattern, linking Mount Pleasant and Chinatown, and providing a precedent for future development in the whole east False Creek area.

b. Urban Order/Urban Diversity

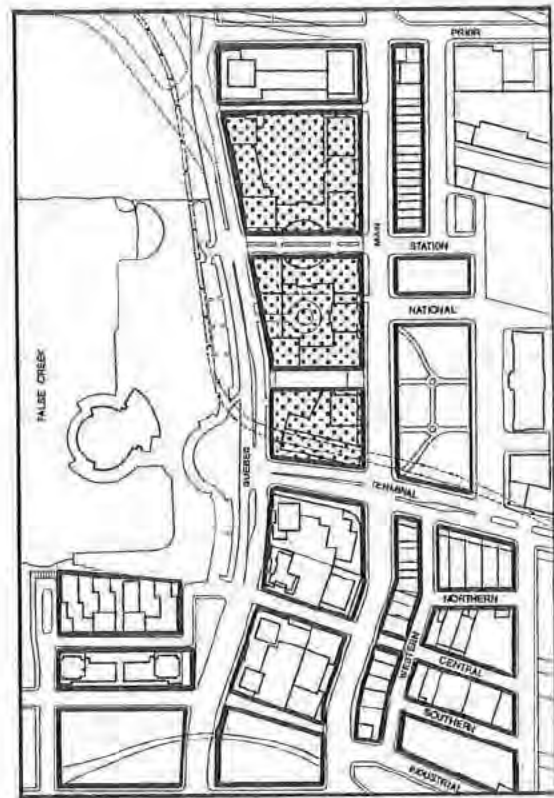
The scheme creates a balance between an urban order which can be continued in the immediate context to establish an identity for the area, and the level of diversity which characterizes a true city as opposed to a "project".

The repetition of the urban "block" with continuous built form pushed to the street edges around an interior court yard is an important ordering element that can be extended north and south in the Main/Quebec corridor.

Residential buildings on Quebec St are consistent in their half-storey landscaped podium (parking under) and 9 storey building base. Above this, however, the forms, heights and rooflines of buildings vary.

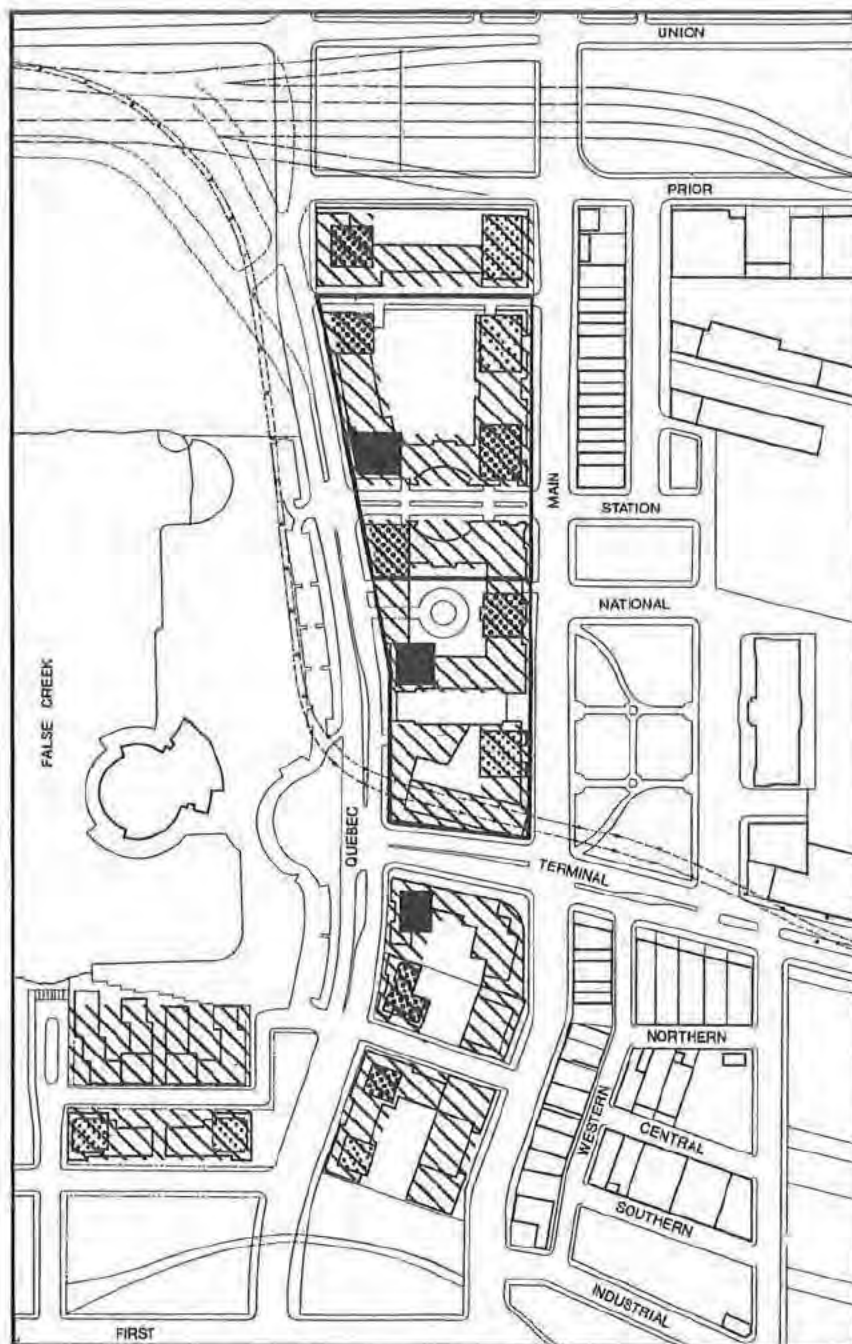
Generally moderate scale built form (4-7 storeys) occurs on the Main St. edge and along cross streets.

It is foreseen that individual buildings will have their own architectural expression (window patterns, balcony types, entry treatments etc) within an overall palette of materials and colours. Each will have the freedom to respond to local conditions and celebrate its own identity on a "close-up" scale, but will play its role as part of the east False Creek ensemble when seen from a distance.



▨ SITE □ FUTURE BLOCKS

10 URBAN GRID



11 GENERALIZED BUILT FORM

RESIDENTIAL

TO 10

11 - 15

16 - 25

26 +



OFFICE

TO 8

9 - 11

12 +

c. Dual Scale False Creek Enclosure

In terms of the overall built form seen from a distance, the towers create a large scale enclosure for False Creek and backdrop to Science World and East False Creek Park. The heights of towers vary for skyline interest, with the tallest close to Terminal Avenue.

A moderate scale enclosure for passers by on Quebec and visitors to the park is created through use of a 9 storey building base for the towers, with lower linking elements between.

(Refer to photo montages in Section 4.)

d. Thornton Park Enclosure

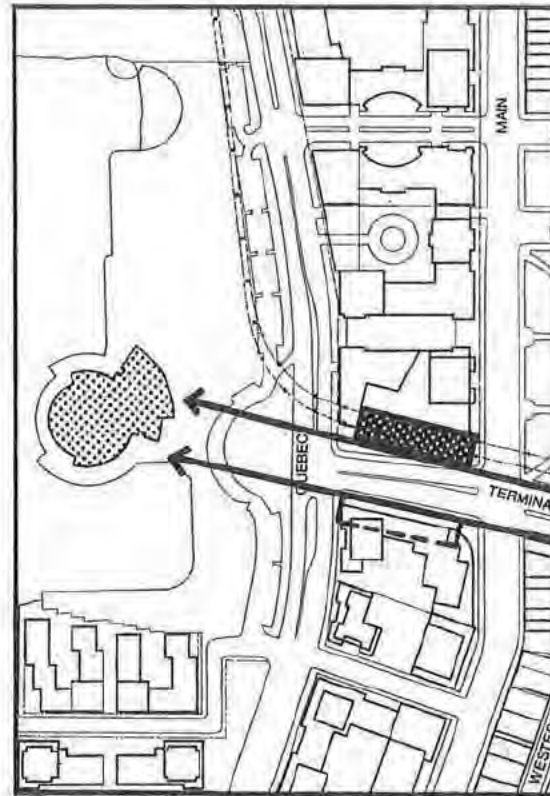
The scheme creates a moderate scale, domestic street wall enclosure for Thornton Park with a strongly expressed building mass at 4 to 7 storeys and higher building forms set back above.

e. Skytrain Station Treatment

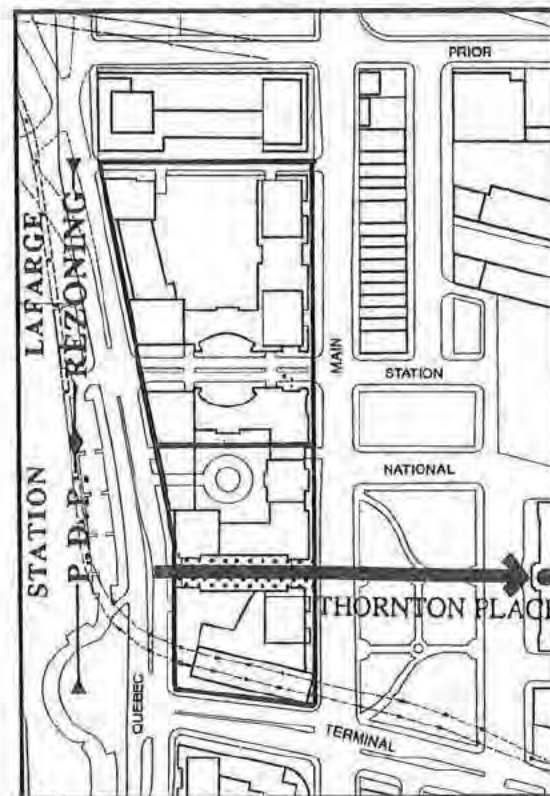
The Skytrain Station is incorporated into the scheme, but still given a unique identity as a local scale landmark through the use of a special building form. (Refer also to S.3.1.6.c)

f. "Thornton Place" on CN Station Axis

The formal axis of the CN Station is recognized in the alignment of a new pedestrian street/open space, "Thornton Place". This space will be lined with up to two levels of retail, and linked to an internal retail atrium and the Skytrain Station.



LANDMARK SKYTRAIN
12 STATION BUILDING



13 C.N. STATION AXIS

3.1.3 Movement

a. Pedestrian Flow on Grade

In order to reinforce street activity, pedestrian linkages are generally kept at grade and along the street edge rather than being dispersed into above-grade or mid-block routes.

The exception to this is the retail along Thornton Place, and in the internal atrium which links with the Skytrain Station and Terminal Avenue. This is a half level above grade both to accommodate parking below and to facilitate connection with the Station mezzanine. An upper link also occurs at 1-1/2 levels above grade.

b. Streets/Lane Dedication

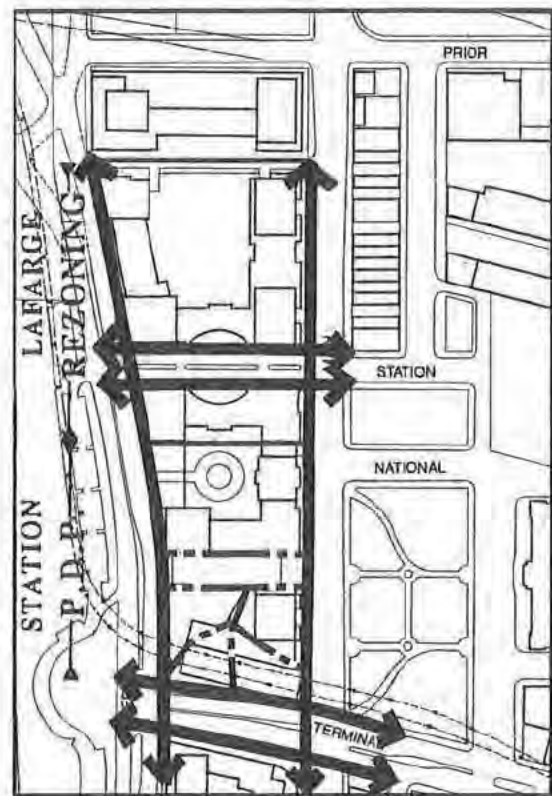
As part of the Lafarge site (rezoning) proposed both a street and a lane will be dedicated.

A 23m (75.5 ft) R.O.W. extends Station Street between Main and Quebec. This will allow Station St to become the future link into the rail lands, facilitating the closure of National St. for incorporation into Thornton Park.

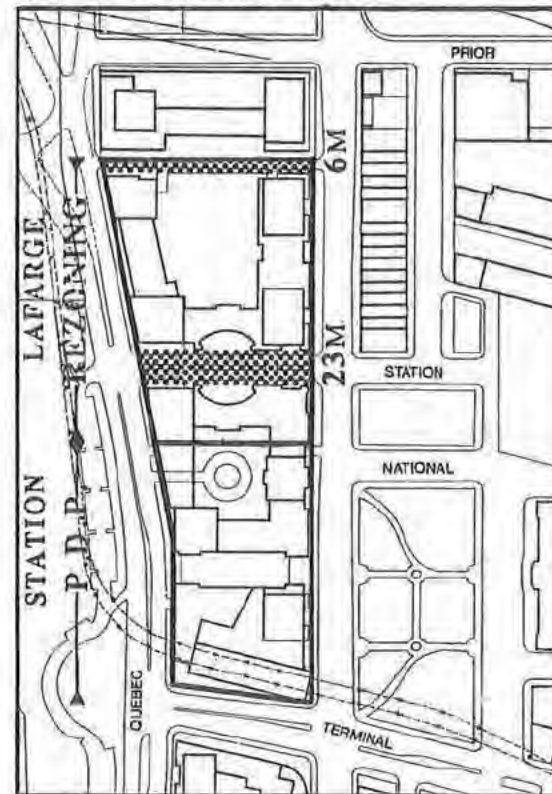
A 6m (20 ft) lane on north edge is dedicated for service access, as well as to provide flexibility for future access to the Greyhound site to the north.

c. Internal Service

Commercial service and loading is handled internally and below-grade. For the Station Site major loading area under the southern-most block serves all the office and retail space on parcels S-A, S-B and S-C as well as retail in parcels S-E and S-F.



14 PEDESTRIAN FLOW

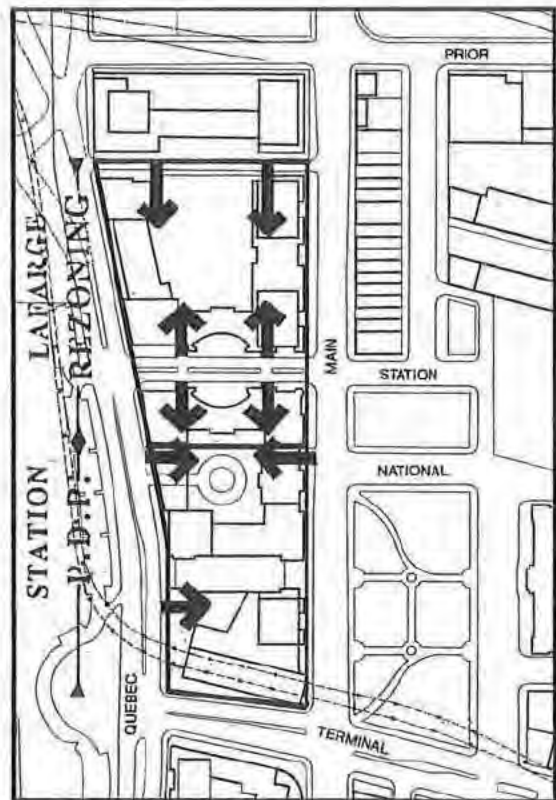


15 STREET & LANE DEDICATION

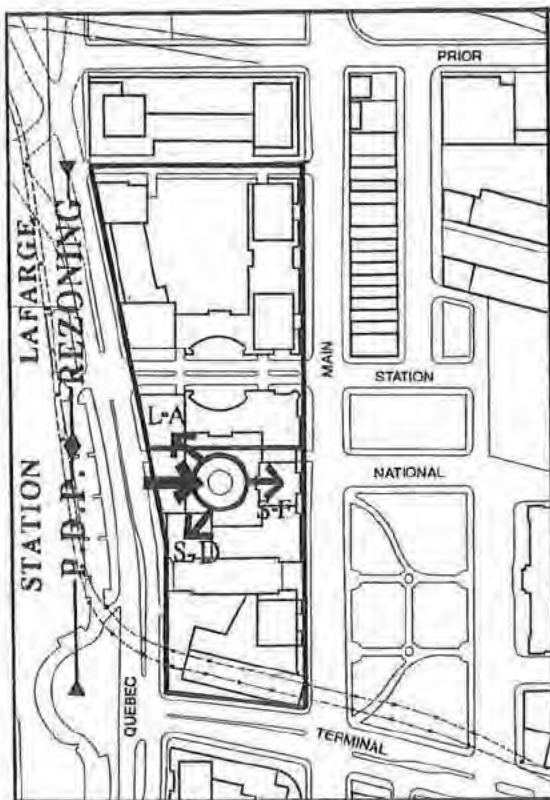
parcel S-F with a Quebec St address, as well as to allow convenient drop-offs.

h. Science World Parking

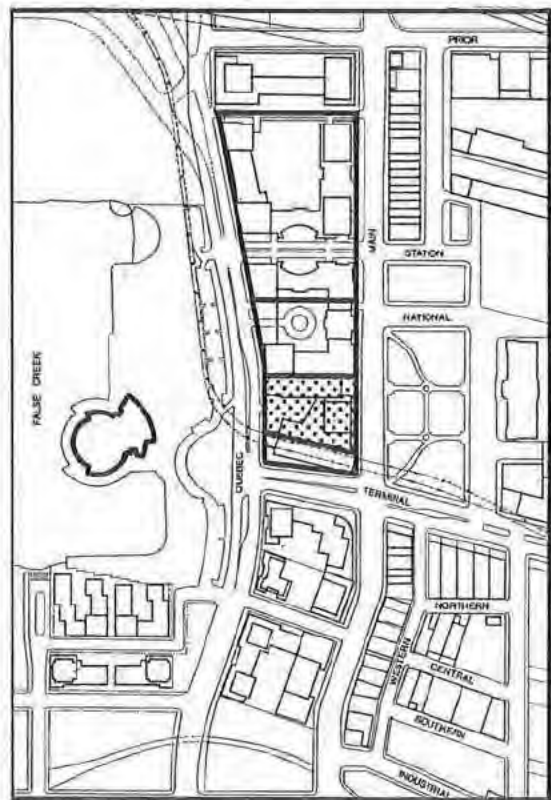
The major parking garage under the southern block adjacent to the Skytrain will be used wholly by office and retail visitors. This will enable off-peak use by Science World visitors, and it is the applicant's intent to enter into some mutually agreeable arrangement to ensure this.



18 VEHICLE ACCESS POINTS



19 MOTOR COURT



20 SCIENCE WORLD

3.1.1.4 Livability

a. Urban Mansions

The scheme consists of separate identifiable "urban mansions" each with its own character, entry, and address in which residents feel a sense of pride and ownership.

b. Residential Privacy

Privacy for units is maintained through tower spacing and oblique orientation of windows.

A minimum distance of 28m (92 ft) is maintained between facing units, and for most units the distance is greater.

c. Noise Control

An acoustic consultant has prepared a separate report for the project. The project will meet CMHC standards for residential uses. Traffic and transit noise will be dealt with by:

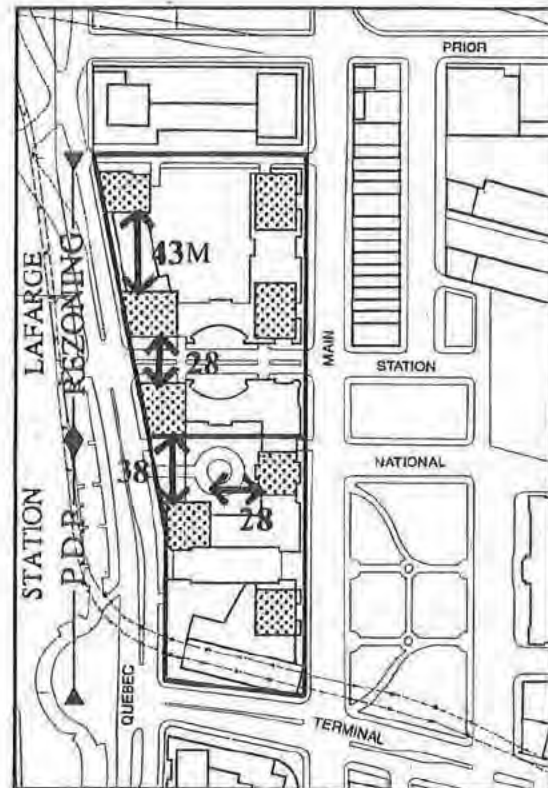
- locating units on Quebec St side at least a half level above street and somewhat set back on a landscaped podium
- locating units adjacent to Main St above 2 levels of retail space
- use of enclosed balconies, special glazing and other devices as appropriate.

d. Sun

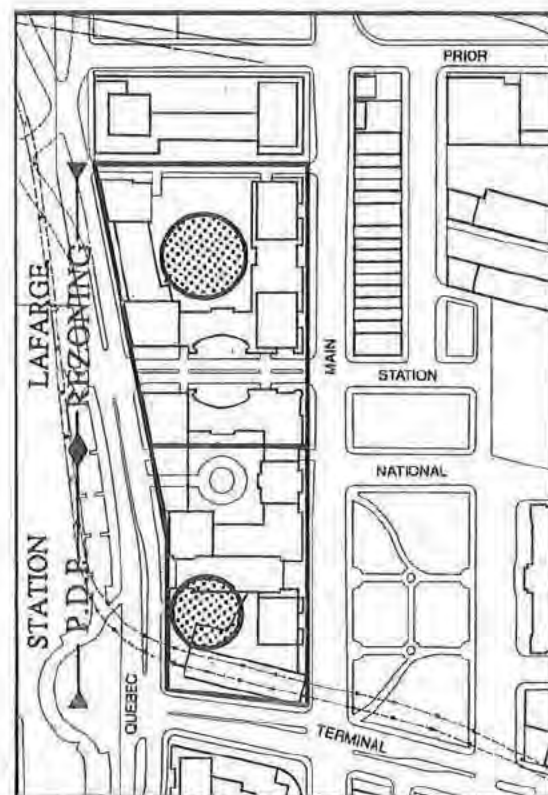
Towers are located to allow sun penetration to units as well as to portions of courtyards intended for use. (Refer to shadow diagrams in S.4.1.4.d)

e. Recreational Amenity

Station and Lafarge sites will each incorporate shared health and



21 PRIVACY



22 RECREATIONAL AMENITIES

fitness facilities for residents and tenants. In addition individual buildings may incorporate meeting rooms etc. The mix, size, and exact location of facilities will be specified upon application for development permit.

3.1.5 Open Space and Landscaping

(refer to Landscape concept plans)

a. Character Open Spaces

The major open spaces within blocks are designed to have their own roles and characters.

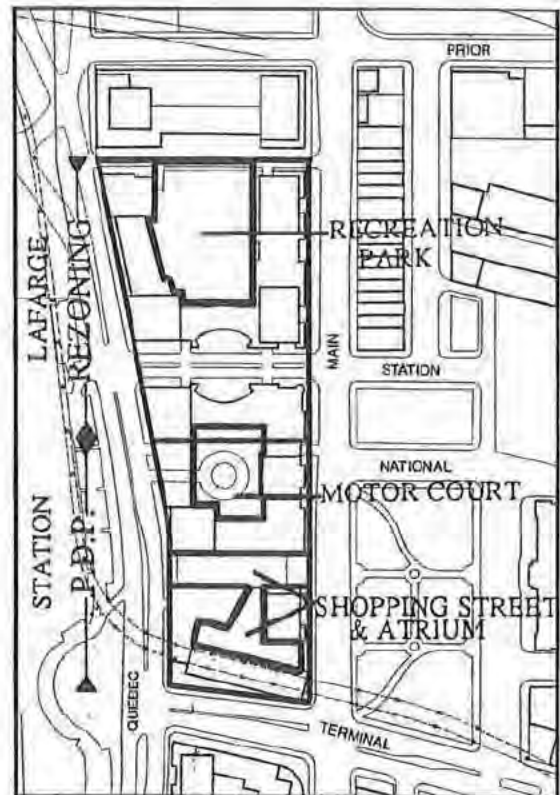
The northern courtyard - the largest space, with best sun exposure - becomes an inner "park". It features an outdoor pool, spa, and tennis court. The balance of the area is treated as a garden with water features, a trellissed arbour area and a terraced edge to the north lane.

The middle block's motor court is focussed on a major water feature and decorative paving of the circular drive, creating a sense of dignified entry. Extensive planting and trellissing also occur.

Both these courtyards are intended for the use of building residents and tenants rather than the general public.

Thornton Place is treated as a more active retail "street". Treated with special decorative paving, it incorporates colourful "feature" plantings at entry "gates", and central focus echoing the annual plantings in the Thornton Park paths.

The enclosed retail atrium which leads from Thornton Place to the Skytrain Station is treated as a public route with indoor planting that retain an outdoor, "urban" feel.



23 USEFUL COURTS

b. Landscaped Roofs

Flat roof surfaces will be landscaped for visual amenity, and for active use as roof decks of adjacent units.

c. Station Street

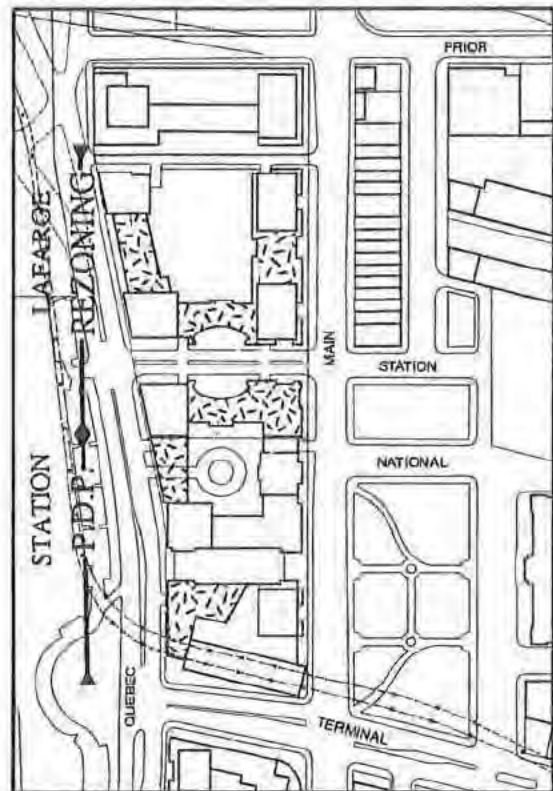
The new extension of Station Street will incorporate a 3m (10 ft) wide treed and landscaped median. Additional planting and special paving will highlight the crescent-shaped bay that contains the entries to the medium rise residential buildings flanking the street.

d. Public Space Landscape Context

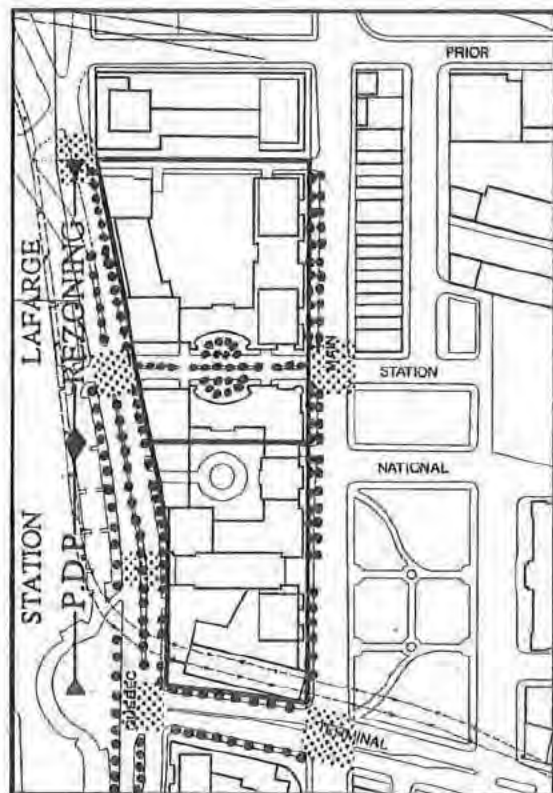
The scheme proposes establishment of a consistent public landscape context that can be extended into the adjacent area. This would include:

- a double row of street trees along Main.
- a single row of street trees along each side of Quebec, as well as in the landscaped median strip.
- a low key "standard" sidewalk paving (for example brushed concrete and exposed aggregate).
- feature paving areas in intersections along Quebec and Main.

This consistent context would provide visual continuity and an effective foil for the specialty paving and landscaping of Thornton Place and individual buildings.



24 LANDSCAPED ROOFS



25 PUBLIC SPACE LANDSCAPE

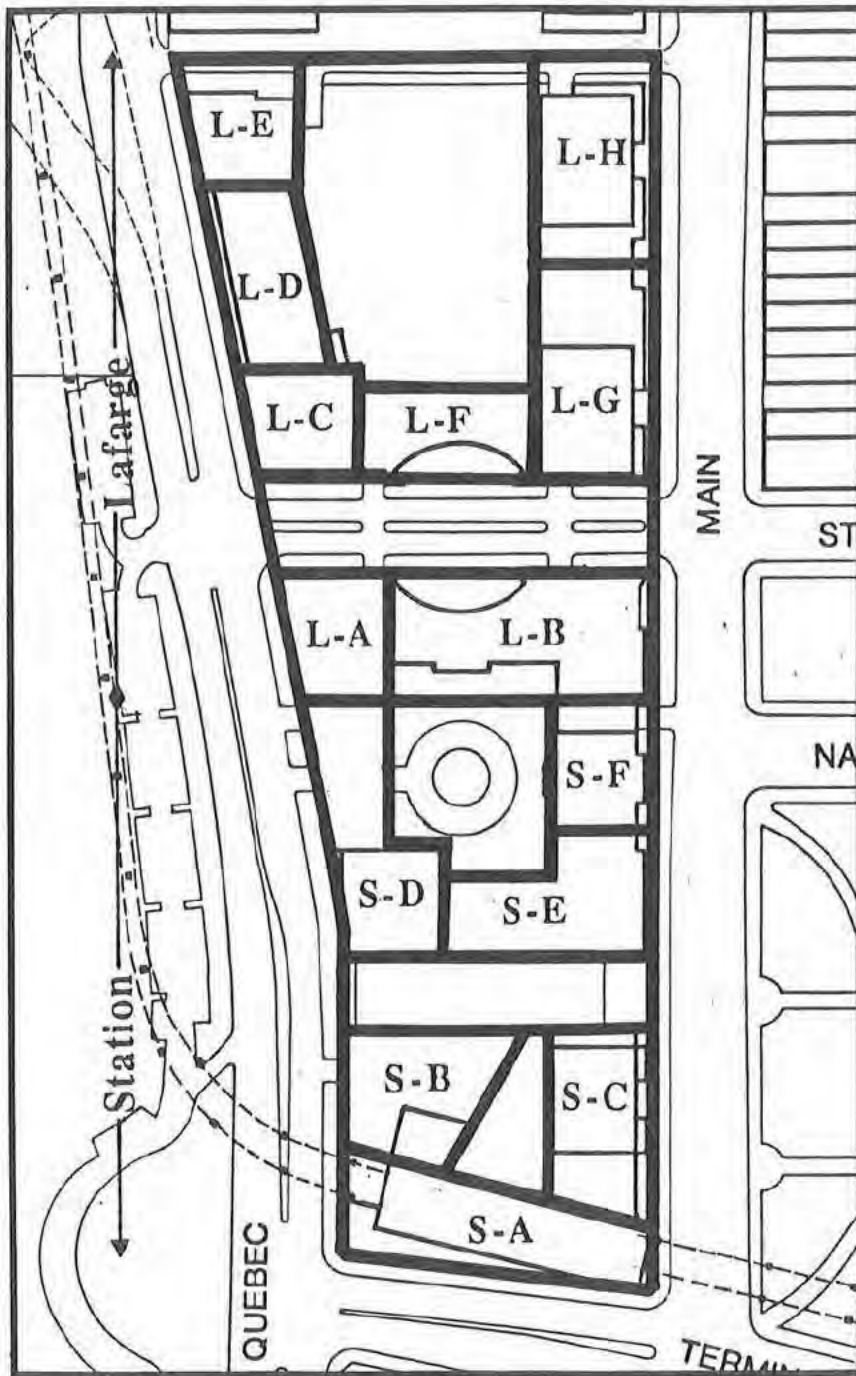
3.1.6 Development Issues

a. Phasing

The scheme is designed to respect the legal property line between the Station and Lafarge sites, as well as to allow for phasing and possible future subdivision of the sites.

b. Efficiency

The scheme is designed within the constraints of workable internal circulation systems, cores, and floor plates for buildings.



26 PARCEL DESIGNATIONS

4 SCHEME ANALYSIS

This section deals on a point-by-point basis with the scheme's response to City policies, regulations, and guidelines as well as objectives conveyed during meetings with City staff. The order of topics generally follows that in the FC-1 Guidelines document, with some minor variations to incorporate additional information. Discussion on each point is kept to the minimum and repetition of comments in Section 3 avoided.

4.1 USES

4.1.1 Residential

- a. **FC-1 zoning allows maximum residential FSR 3.0 within site total 5.0.**

Scheme conforms.

- b. **Locate where amenity best**

Scheme conforms. Most residential is on Quebec, oriented to False Creek views and open space. A secondary portion faces Thornton Park and eastward views, while a minor amount faces Thornton Place and Station Street.

Build sufficient number and mix to create a distinct residential neighbourhood.

Scheme conforms. Station Site will contain approximately 400-450 units and the Lafarge site approximately 600-750 units.

4.1.2 Office

- a. **FC-1 zoning allows maximum office FSR 1.5 within site total 5.0.**

Scheme conforms. Proposed office FSR 1.06 for Station and 1.12 for Lafarge. These figures would rise to 1.18 and 1.35 respectively if the second level of retail proves unmarketable and that space becomes office.

- b. **Locate office to buffer noise from rest of site.**

Scheme conforms. Office is located on Main St toward Georgia Viaduct end of site and in block adjacent to Skytrain Station.

4.1.3 Retail

- a. **FC-1 zone allows maximum retail FSR 1.0 within site total 5.0.**

Scheme conforms. Proposed retail on Station Site .53, Lafarge Site .46, if second level of retail is feasible. If this space becomes office, the retail FSR drops to .41 and .23 respectively.

- b. **Pedestrian-oriented retail and service commercial, located on Main.**

Scheme conforms. Frontage along Main and Thornton Place features continuous retail at grade. Second level will be retail or office, depending on market. The mix of tenants is undetermined at present.

4.1.4 Total Density

FC-1 zone allows a maximum total FSR of 5.0
Scheme propose FSR 4.59 for both Station and Lafarge.

4.2 MOVEMENT

4.2.1 Local Streets

- a. **Extend Station Street between Main and Quebec.**
Scheme conforms. 23m (75.5 ft) dedicated street right-of-way with landscaped median.

4.2.2 Lanes/Service

- a. **Provide dedicated north/south service lane about 100 ft west of Main allowing for future extension into Greyhound property to the north.**
Scheme provides alternate 6m (20 ft) ROW along north edge of Lafarge property, providing access to scheme's parking and internal service system. This configuration provides greater flexibility for location of Greyhound site linkage as well as option for them to widen lane into an access drive/court.
- b. **Public ROW on north edge of Station site established at time of previous development permit application.**
Scheme proposes elimination of this ROW. Confirmed unnecessary by Engineering Department.

4.2.3 Parking Loading

- a. **Meet parking and loading standards as per City bylaw.**
Scheme conforms.
- b. **Locate parking in structure below street or below plaza levels.**
Scheme conforms.
- c. **Parking for Science World, if possible.**
Scheme enables parking at off-peak hours.

4.2.4 Pedestrians

- a. **Allow pedestrian movement on sidewalks, all streets.**
Scheme conforms. Thornton Place is also provided as an additional link.
- b. **Encourage +20 links to Skytrain Station and Thornton Park.**
Scheme will provide linkage to mezzanine level of Skytrain Station, but otherwise pedestrian movement is "at grade". Volumes of pedestrians will be moderate, and creation of another level of movement would dilute activity and support for retail on grade. Crossings of busy streets can be accommodated at existing or proposed signalized intersections.

4.2.5 Traffic Analysis

A separate traffic impact study has been done for the project.

4.3 VIEWS

4.3.1 Public Views

- a. **Maintain view corridor down Main St. by setting back buildings above 23m (75 ft).**

Currently there is a view over the sites to the mountains from south of the jog in Main St. at Industrial Avenue. The East False Creek FC-1 guidelines call for buildings located within about 20m (66 ft) of Main to be 23m (75 ft) or less to maintain this view corridor. However, this guideline is contradicted by the height guidelines (and previously approved D.P. scheme) allowing 38m and 76m (125 and 250 ft) in the area.

Investigation of alternative massing schemes, discussed with City staff, indicated it is not feasible to place all tall building forms west of the view corridor and still have a livable development.

The scheme locates four taller forms along the Main St. side of the site. All buildings are set back 3m (10 ft) from the property line, with taller forms generally set back a further 3m (10 ft) at upper levels. (See photo montages.)

- b. **Maintain continuity of north shore mountain line seen from E. 5th Avenue south, in Mt. Pleasant.**

Tower heights vary and decorative top of tallest ones penetrate mountain line as seen from E. 5th and Main (see photo montage). Interruption would be less from higher elevations south of E. 5th Avenue.

4.3.2 Landmark Views

- a. **Create new "landmark" at Main and Terminal through location of pair of extra tall buildings.**

Scheme locates a tall tower at corner of Thornton Place and Quebec. A similar one at Terminal and Quebec would create a "frame" for Science World, as seen from False Creek. Science World is effectively the landmark in this area and creation of another is seen as redundant.
(See photo montages)

4.3.3 Private Views

- a. **Manipulate built form and tower location to capture private views.**

Scheme conforms. The number of units facing into the inner courts has been minimized to the degree possible, consistent with other built form constraints and objectives. The inner courts have been made large and will be heavily landscaped for visual amenity.

4.4 BUILT FORM

4.4.1 Overall Built Form/Height

- a. **Create enclosure for east end of False Creek with continuous edge of moderate height buildings on Quebec.**

Scheme develops dual scale enclosure. Taller forms to be seen from a distance, and moderate height streetwall that provides enclosure seen from the local Quebec St scale.



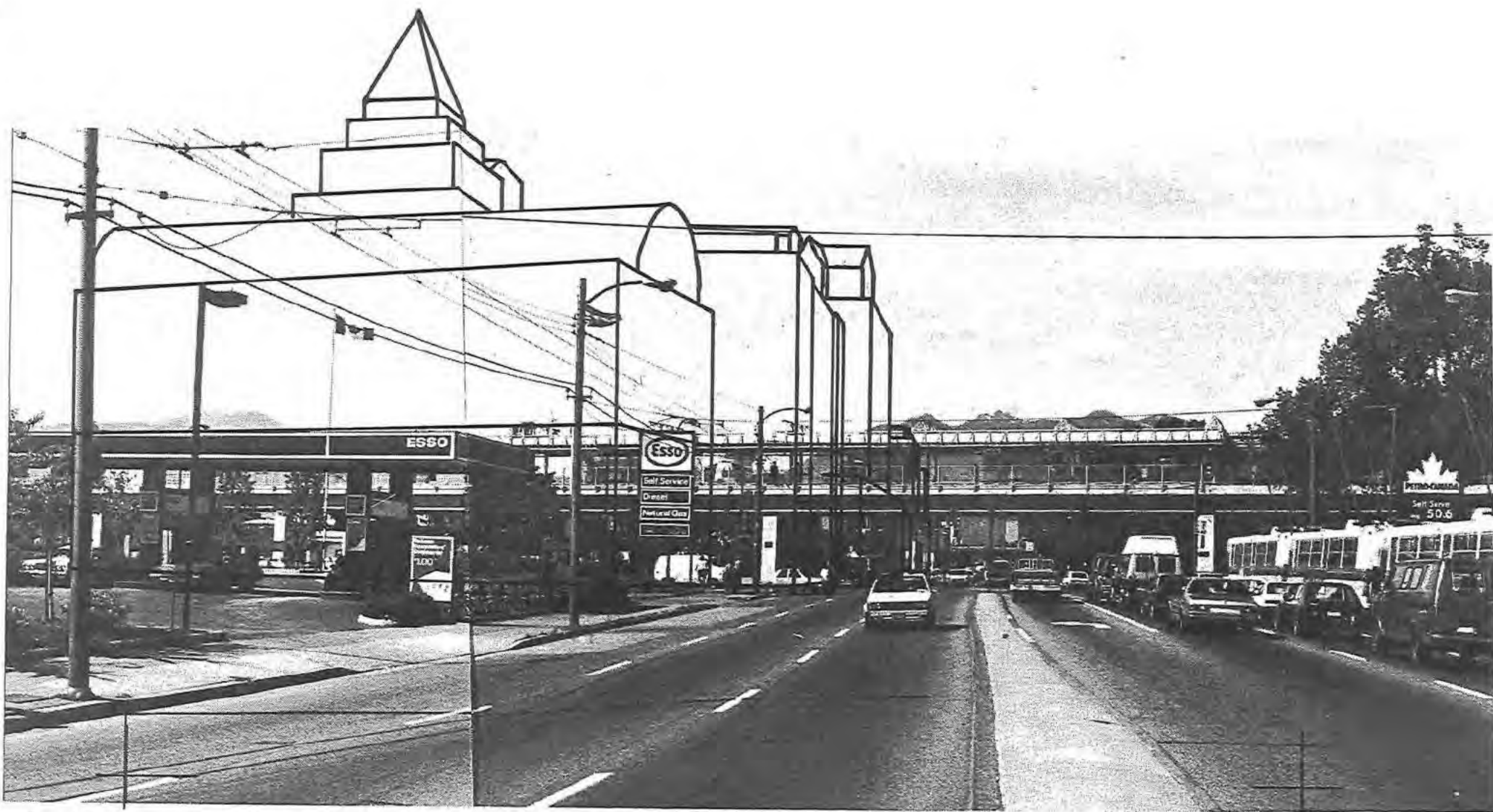
27 VIEW FROM CAMBIE BRIDGE CENTRE SPAN



28 VIEW FROM MAIN & 5TH



29 VIEW FROM MAIN & 2ND



30 VIEW FROM MAIN NEAR TERMINAL

- b. **Create scale transition from lower existing buildings on Main and around Thornton Park.**
Scheme conforms.
- c. **Create "Gateway" of tall buildings at Terminal.**
Scheme conforms. See section 4.3.2.
- d. **FC-1 zoning allows 23m (75 ft) maximum outright height, 84m (275 ft) conditional. Policy Plan proposes distribution of heights over site.**
Scheme proposes varying heights as shown in diagram to a maximum of 84m (275 ft) (excluding decorative tower tops).

4.4.2 Building Form

- a. **Buildings over 23m (75ft) to have stepped profile.**
Residential towers have a consistent 26m (85 ft) high base with a floor plate approximately 30m (98 ft) square. The mid-sections of the towers have basic floor plates ranging from 25m to 28m (82 ft to 91 ft) square with various protrusions and insets for balconies and facade interest. The top height of this midsection varies from 50m (166 ft) to 70m (230 ft). Above this the floor plate again narrows, and finally each tower ends with a decorative top.

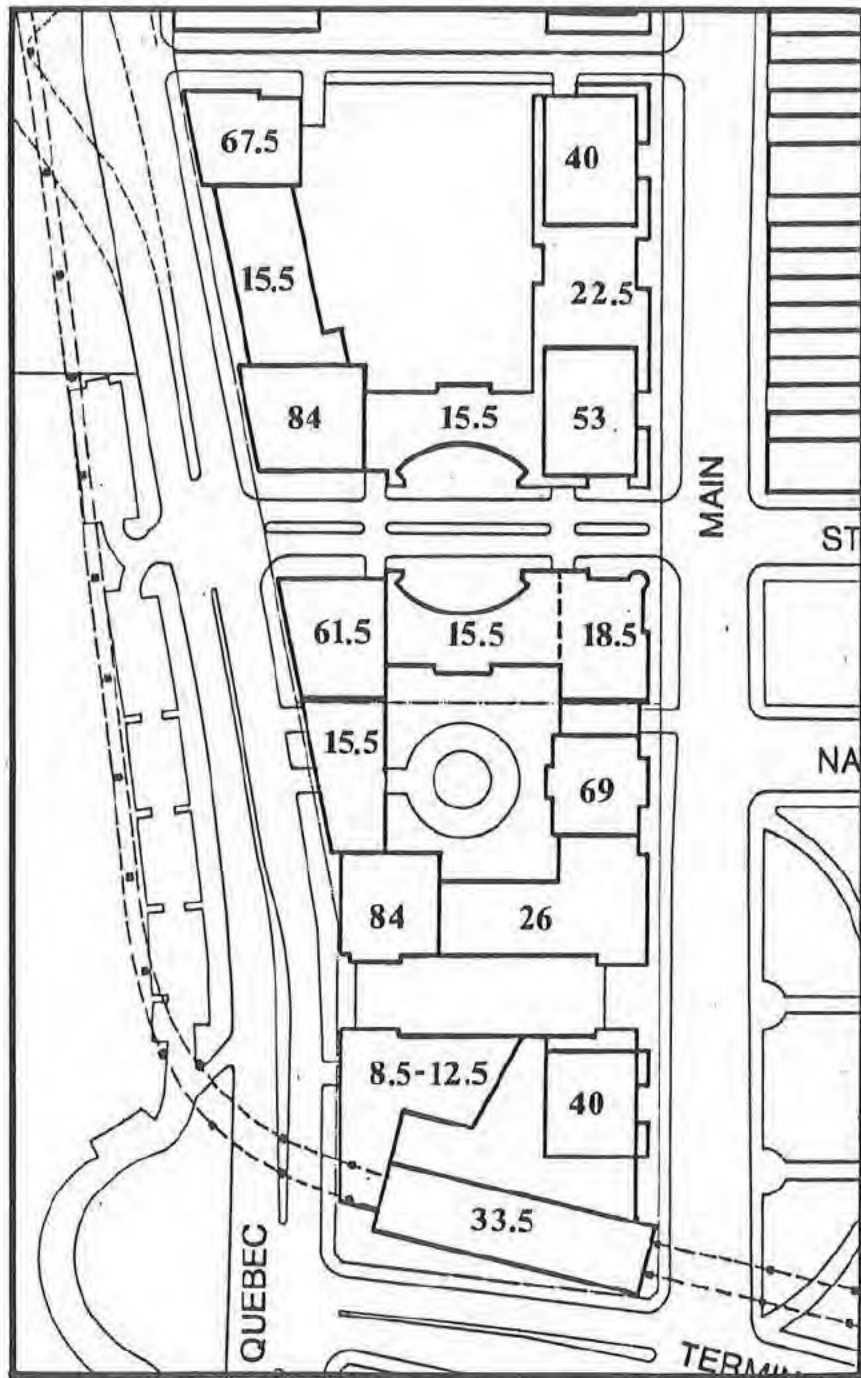
The lower towers on Main St. intended for office use have a simple profile with a 15.5m (51 ft) base and tower plates of 30m (98 ft) square or 25m by 35m (82 ft by 115 ft). Smaller upper floors and decorative elevator penthouses provide profile interest.

4.4.3 Building Orientation

- a. **Respect orthogonal street grid in building orientation.**
Scheme conforms
- b. **Relate to axial focus of CN Station.**
Scheme conforms. "Thornton Place" is on axis with Station portal.
- c. **Orient buildings on Quebec St to park and waterfront.**
Scheme conforms.

4.4.4 Build-to/Setback

- a. **Build-to lines mandatory on Main; encouraged on Terminal and Quebec. Minimum height 7.6m (25 ft).**
Scheme conforms.
- b. **Landscaped setback of 3m (10 ft) required on Main south of Station St extension, and on Terminal Avenue.**
Scheme conforms on Main St. Proposed structure over Skytrain Station does not allow consistent 3m (10 ft) setback on Terminal. Instead setback varies from 0 to 8m (26 ft).
- c. **Above-grade parking to be set back 6m (20 ft) from build-to line.**
Parking under residential buildings on Quebec protrudes a half level above grade.



31 PROPOSED BUILDING HEIGHTS M
TO ROOF OF TOP HABITABLE FLOOR
DECORATIVE TOWER TOPS NOT INCLUDED

The half level podium will be set back 1m (3 ft) to accommodate landscaping. An 2m (6 ft) setback on top of the podium will accommodate more landscaping and unit decks. Variation in landscape and entry design treatment will also add interest to the street edge.

A 6m (20 ft) setback as suggested would result in loss of many parking spaces in an already tight parking situation.

4.4.5 Frontage

Shopfronts to be maximum 15m (50 ft) wide; average of 7.5m (25 ft) preferred. Increase in frontage allowed in certain cases where design amenity is incorporated.

Scheme will conform (D.P. stage).

4.5 PARKS AND OPEN SPACE

4.5.1 Parks

- a. **Opportunity identified in policy plan for public park on Lafarge site between National and Station St extension.**

Assume intention was for City to acquire this property, and that this is not being pursued.

Scheme proposes "Thornton Place" as public space.

4.5.2 Private Open Space

- a. **Provide private open space for residential units.**

Scheme conforms. Units will have decks and balconies.

- b. **Create useable courtyards with buildings framing.**

Scheme conforms. "Thornton Place" is public space with retail and restaurant focus. Middle court is motor court and visual amenity for units above. North court is visual amenity for units above and future development on the Greyhound site, as well as accommodating outdoor recreational space.

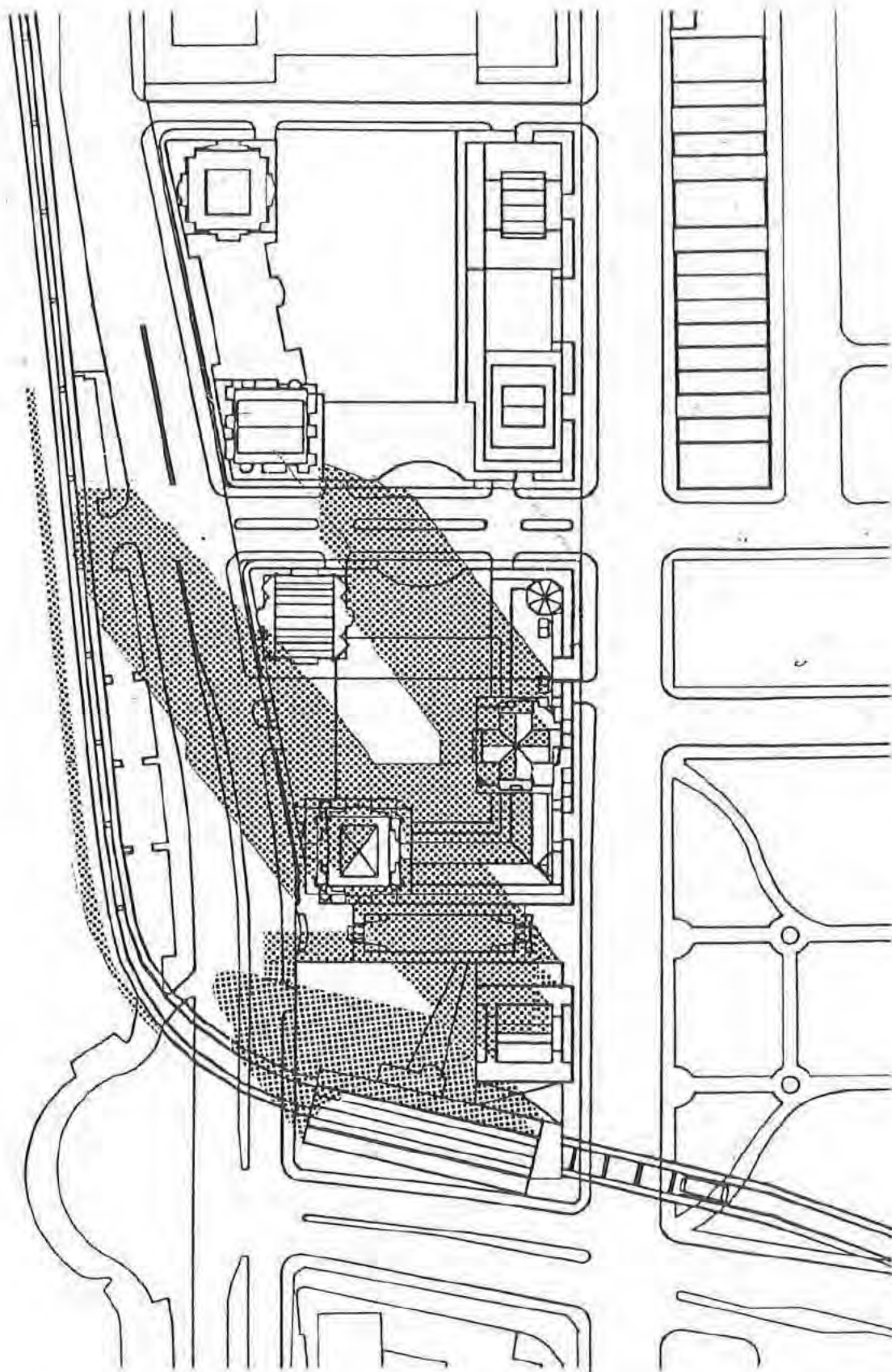
4.5.3 STREETScape

- a. **Provide treeplanting as prescribed.**

Scheme conforms. Additional streetscaping is also anticipated.
(See S.3.1.5)

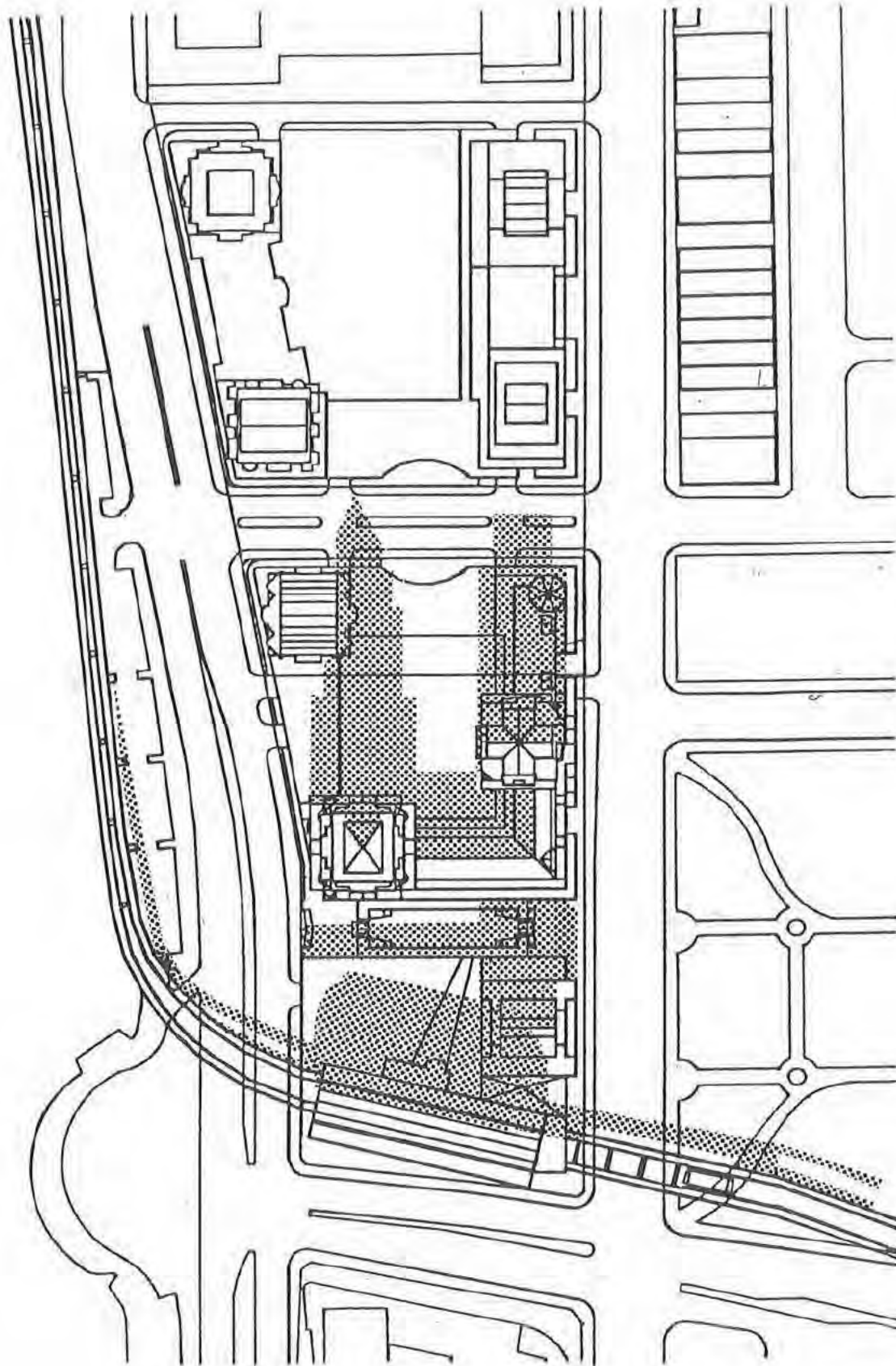
4.6 SUN AND SHADOW

Shadow studies were done for 10:00 am, noon, 2 pm, and 4 pm P.S.T. at the Equinox (March 21/September 21). As shown in the following diagrams shadow impacts on public open space are minimal until 4 pm, when some shadow occurs on Thornton Park. The inner court on the Station site receives shadow, but as a motor court is not intended for active, recreational use. The inner court on the north block of the Lafarge site, which includes outdoor recreation space, maintains significant areas in sun at noon and 4 pm. The shadow situation will improve during the summer months.



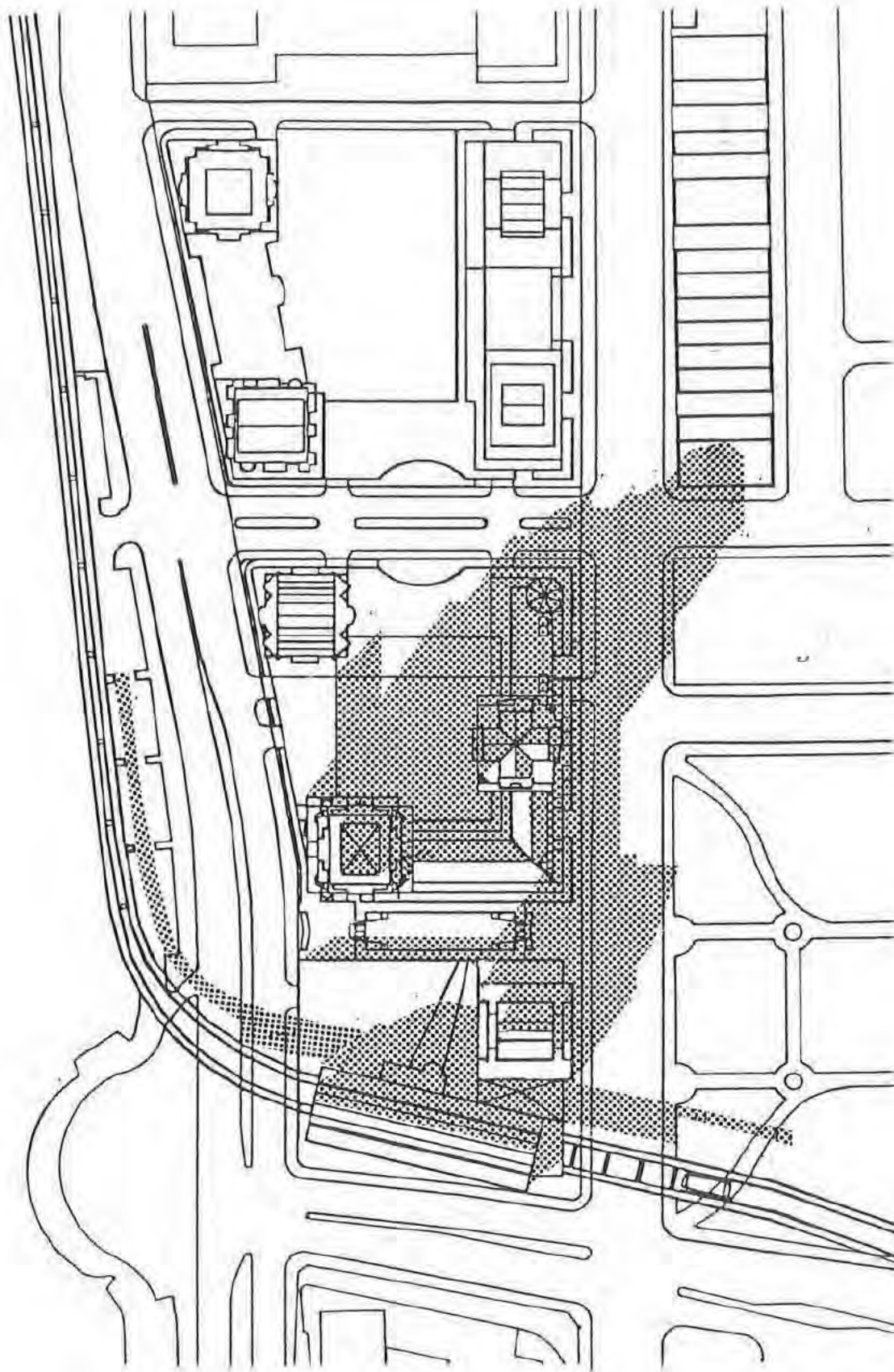
32 STATION SITE SHADOWS

EQUINOX 10 A.M.



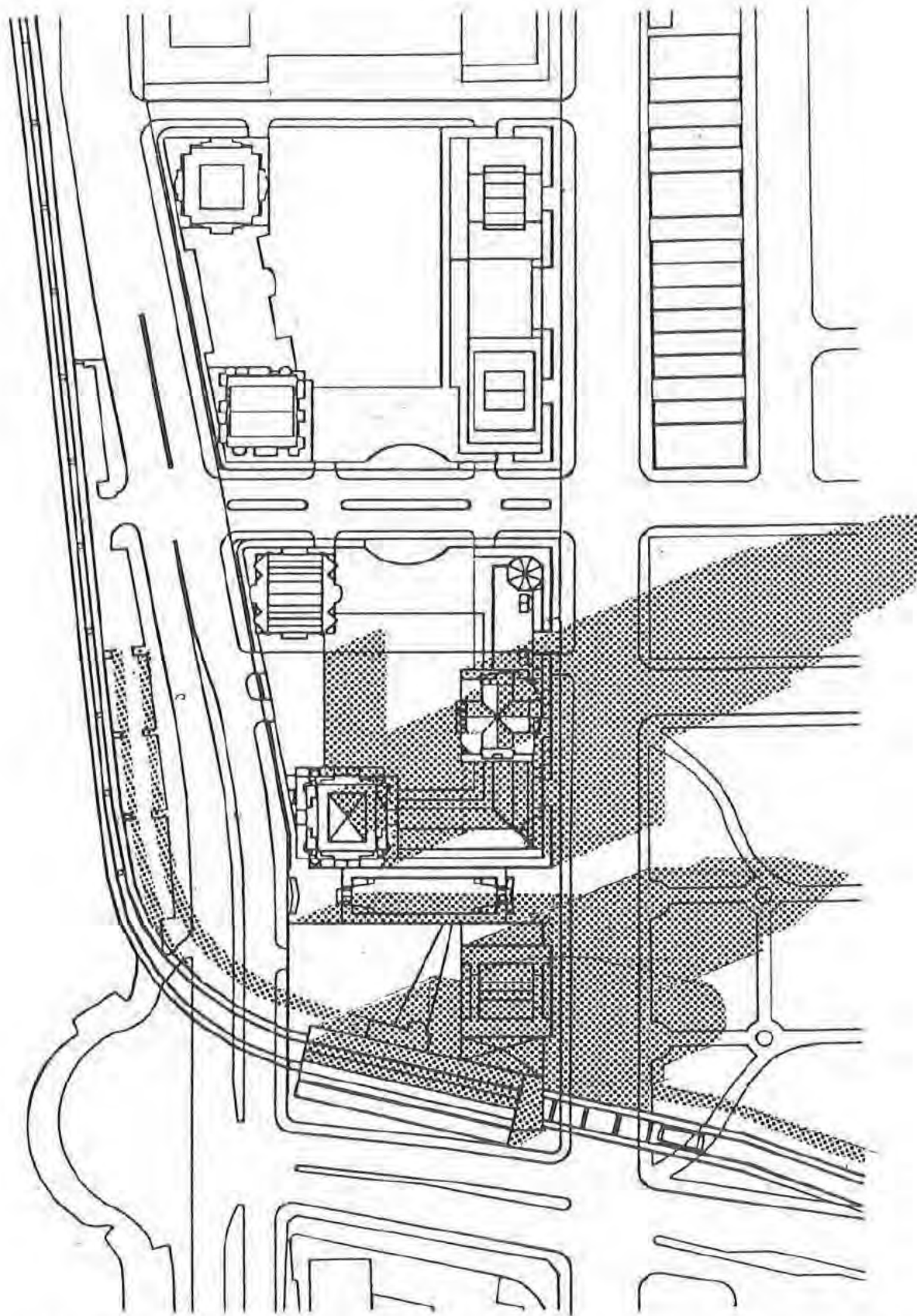
33 STATION SITE SHADOWS

EQUINOX 12 NOON



34 STATION SITE SHADOWS

EQUINOX 2 P.M.



35 STATION SITE SHADOWS

EQUINOX 4 P.M.

4.7 LIVABILITY

4.7.1 Sun and Light

- a. **Ensure sun and light to units**
Scheme conforms.

4.7.2 Weather

- a. **Provide pedestrian weather protection as prescribed in guidelines diagram.**
Scheme will conform. (D.P. stage).
- b. **Mitigate wind impacts.**
Scheme will conform. Building terracing and courtyard enclosure will assist in breaking downdrafts.

4.7.3 Noise

- a. **Meet CMHC acoustic standards.**
Scheme will conform. (D.P. stage).

4.7.4 Privacy

- a. **Ensure privacy for facing units and between different uses.**
Offsetting and spacing of towers; stepping of building faces; and use of oblique orientation will maintain minimum unit-to-unit facing distances at 28m (92 ft). In most cases distances will be greater. (Refer to Figure 21.)

4.7.5 Security

- a. **Parking facility to be designed to City guidelines.**
Scheme will conform. (D.P. stage).

4.7.6 Amenities

- a. **Provide social amenities.**
Scheme conforms.

4.8 ARCHITECTURAL COMPONENTS

4.8.1 Entrances

- a. **Provide direct access to sidewalk or courtyard; make entries visible and recognizable.**
Scheme conforms. Each building will have its own identifiable street entry.

4.8.2 Exterior Walls & Finishes

- a. **Provide high quality design and materials.**
Scheme will conform. (D.P. stage).

- b. **Relate treatment of Main St to existing older buildings.**
Scheme will conform. (D.P. stage).
- c. **Maximize pedestrian interest with windows, individual frontages, small scale, lighting, signage, etc.**
Scheme will conform. (D.P. stage).

4.9 SOILS

Full consultant investigation has been undertaken into soil bearing capacity and toxicity for both the Station and Lafarge sites, and these reports will be available separately.

APPENDIX 1

REDUCED DRAWINGS AND STATISTICS

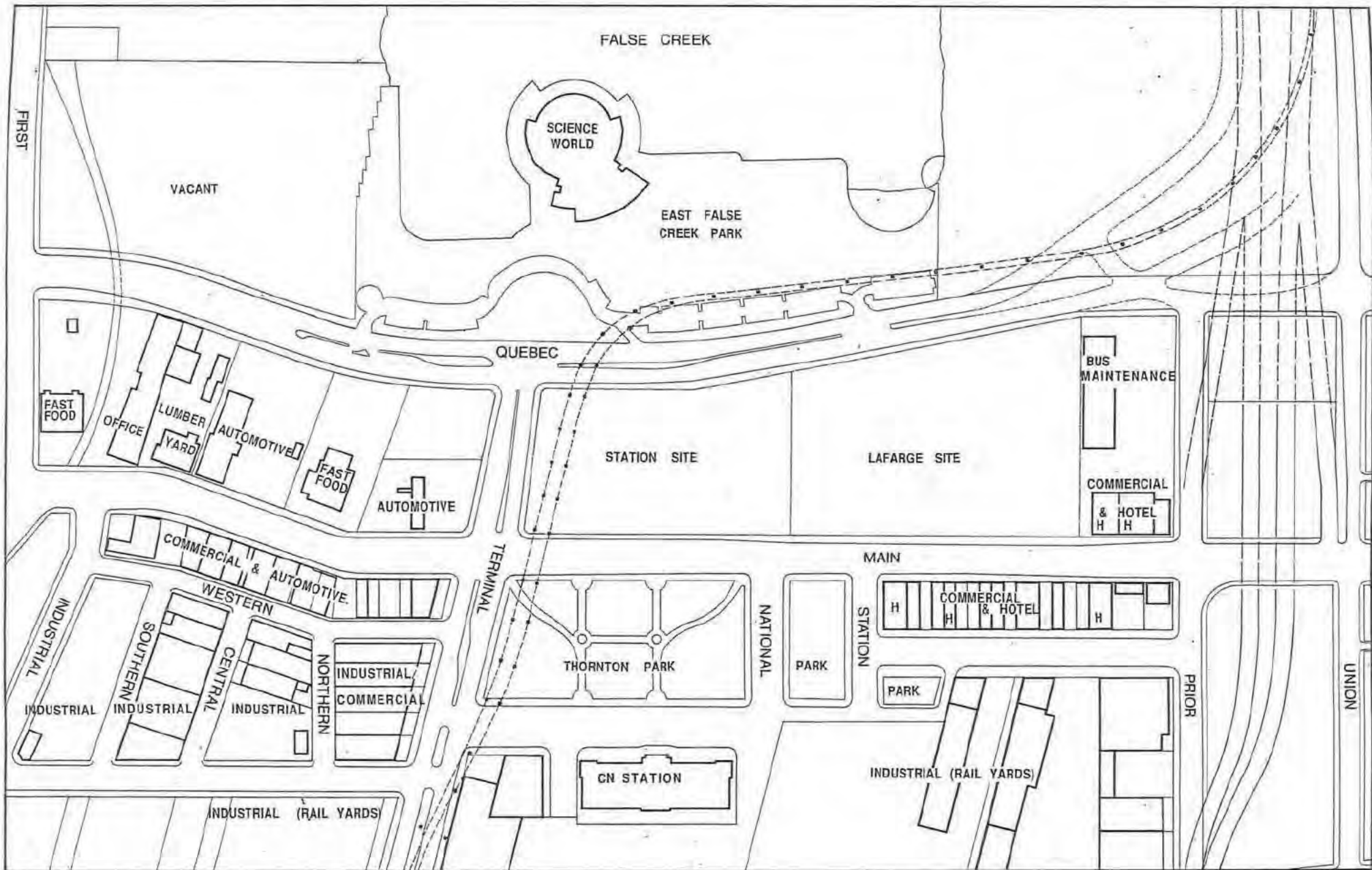


STATION / LAFARGE SITES
BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

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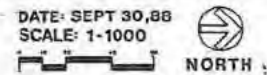

NORTH



STATION / LAFARGE SITES
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

EXISTING CONTEXT

DATE: SEPT 30, 88
 SCALE: 1-1000



1



LARRY DIAMOND/RANDALL SHARP LANDSCAPE ARCHITECTURE

NORTH

TERMINAL AVENUE

QUEBEC STREET

MAIN STREET

LANE

STATION / LAFARGE SITES

BQSA DEVELOPMENT CORP.

PERKINS & CHEUNG LTD. ARCHITECTS

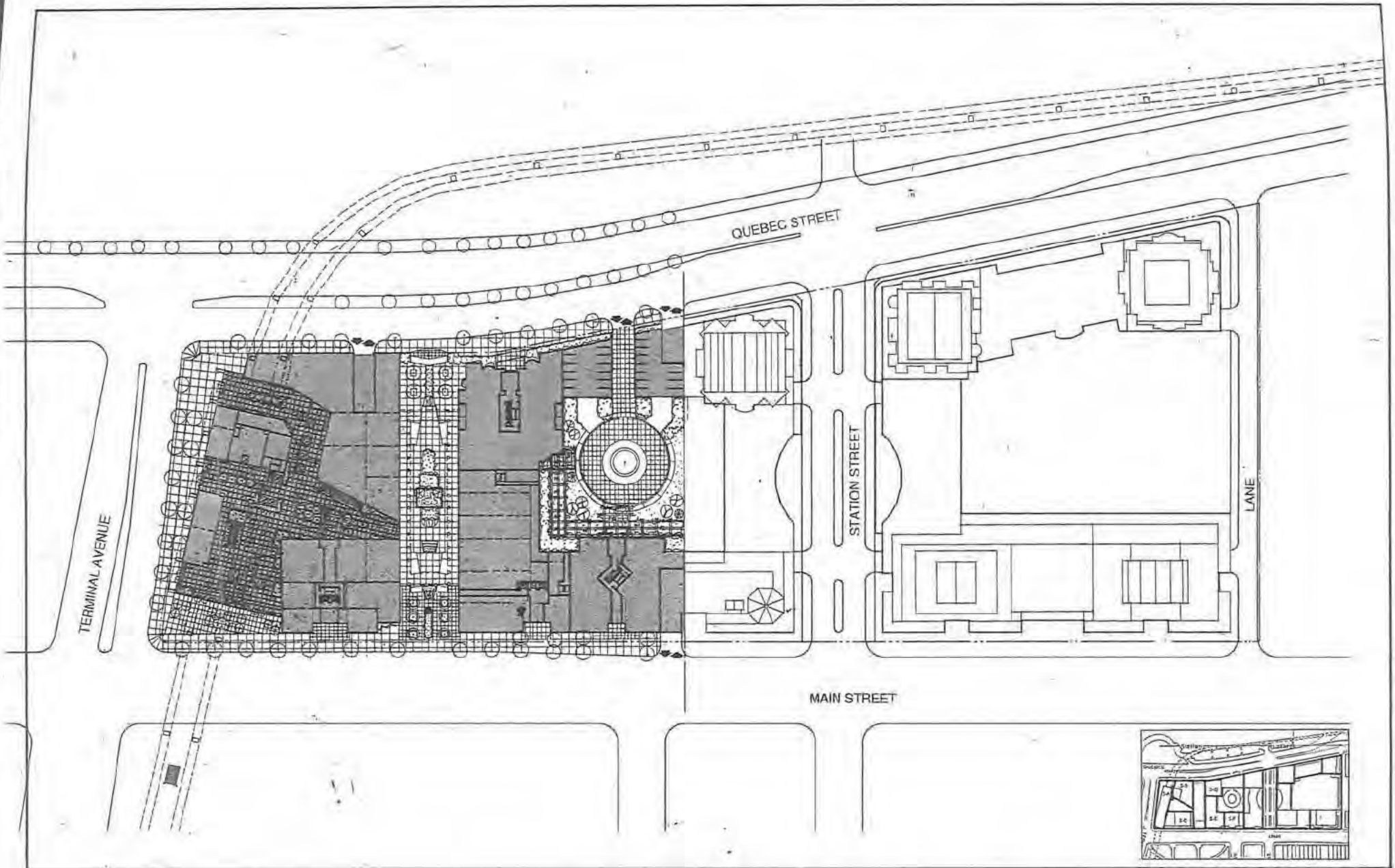
ILLUSTRATIVE SITE PLAN

LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

DATE: SEPT 30, 88
SCALE: 1/500



3



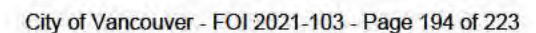
STATION / LAFARGE SITES
 BOSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

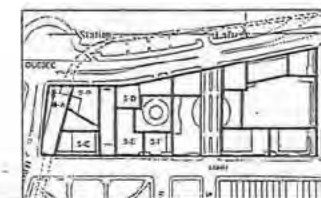
GROUND LEVEL
 LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

DATE: SEPT 30, 88
 SCALE: 1:500



5





P2

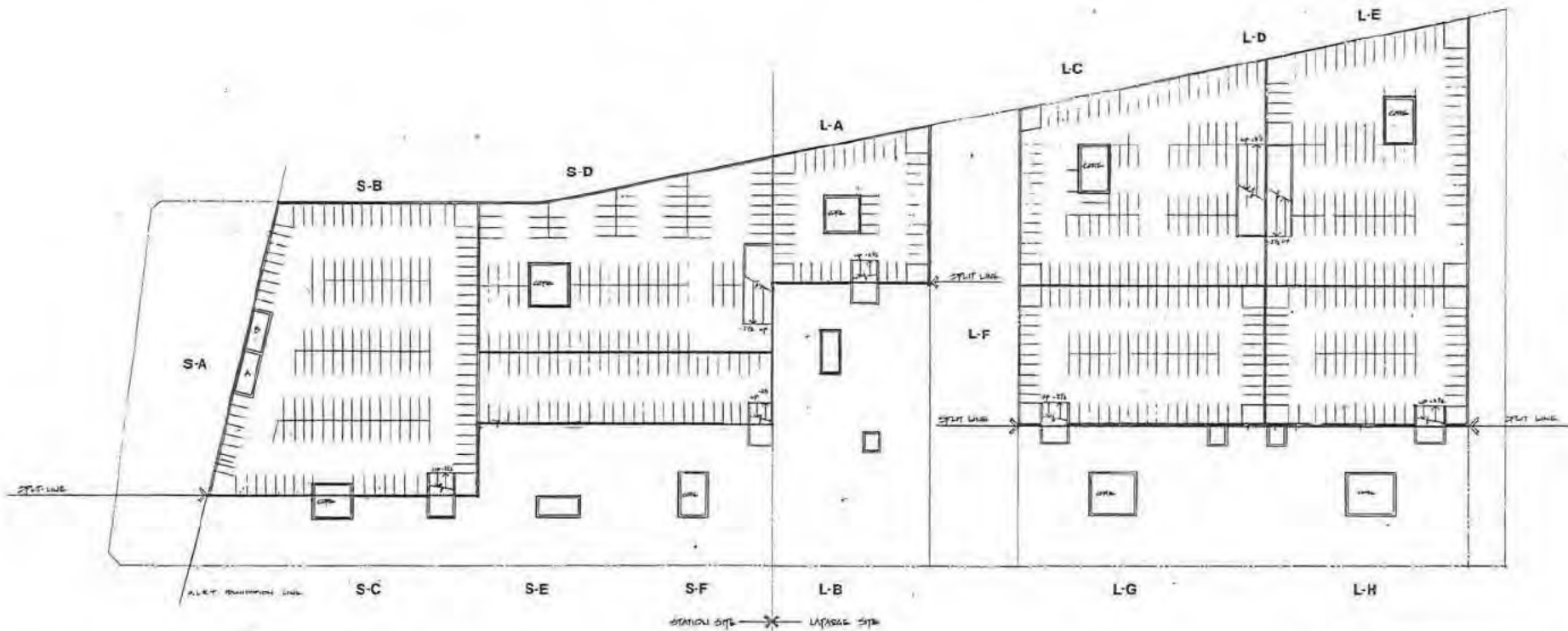
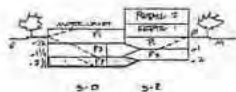
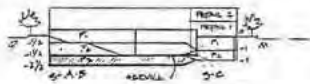
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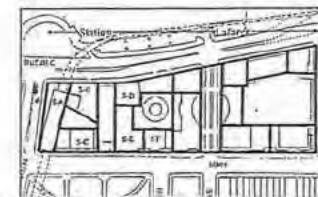
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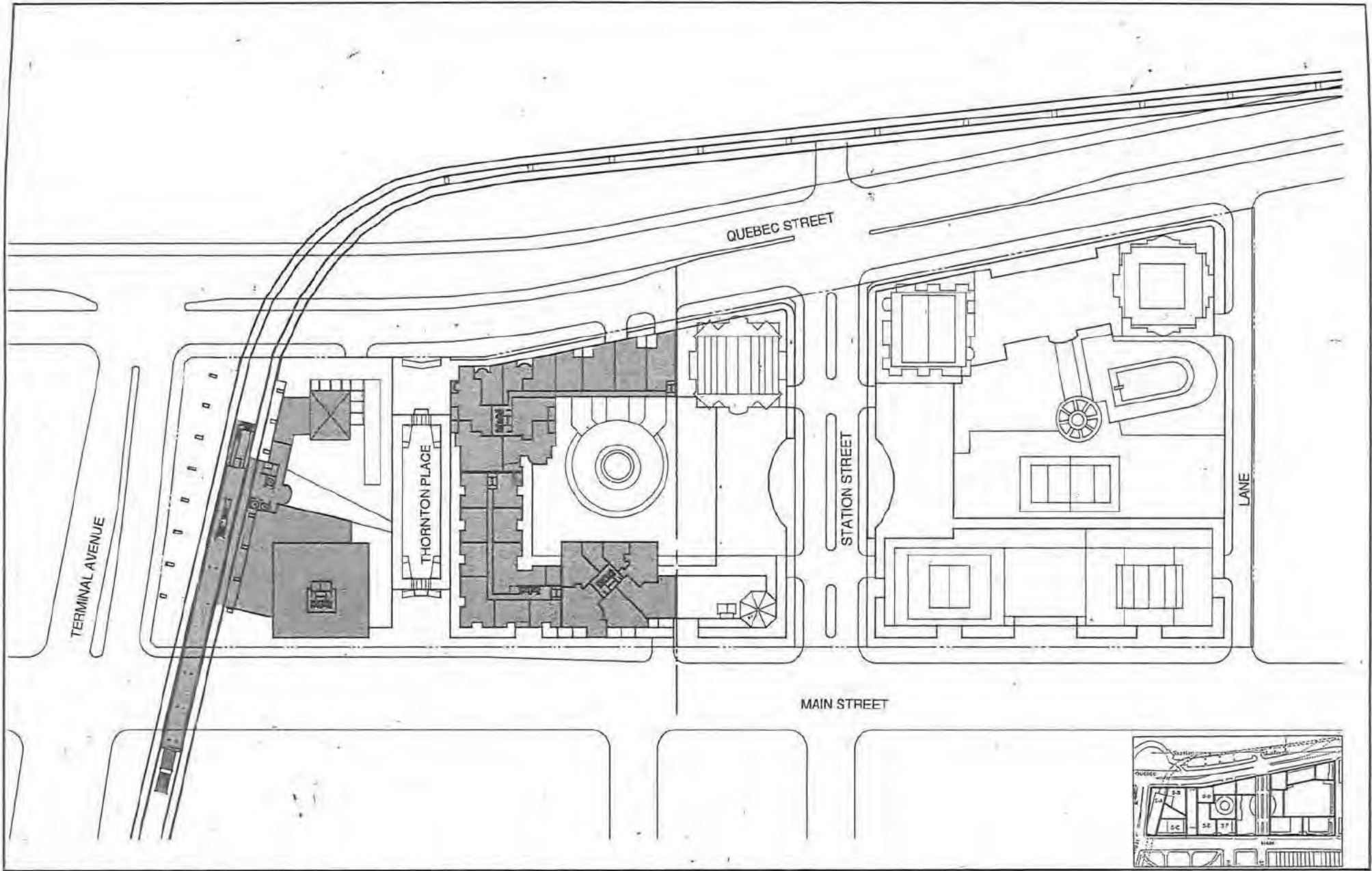
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BQSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

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8



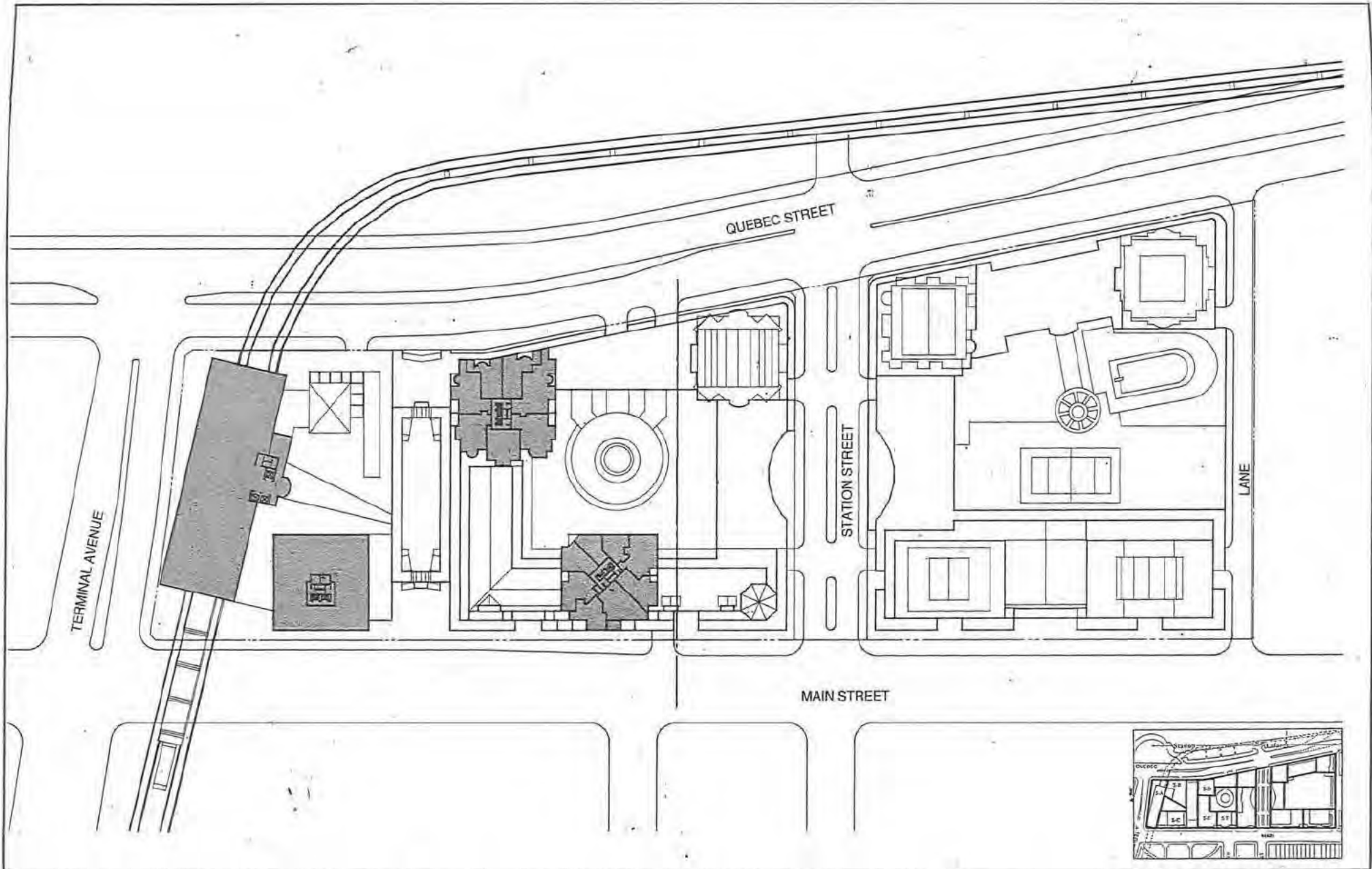
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LEVELS 3 - 5

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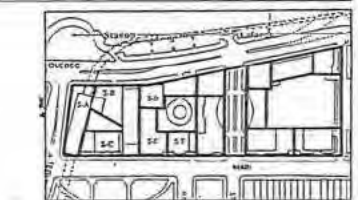


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STATION / LAFARGE SITES
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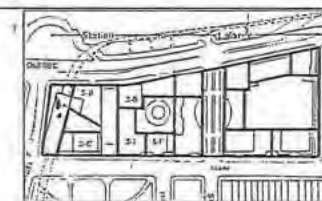
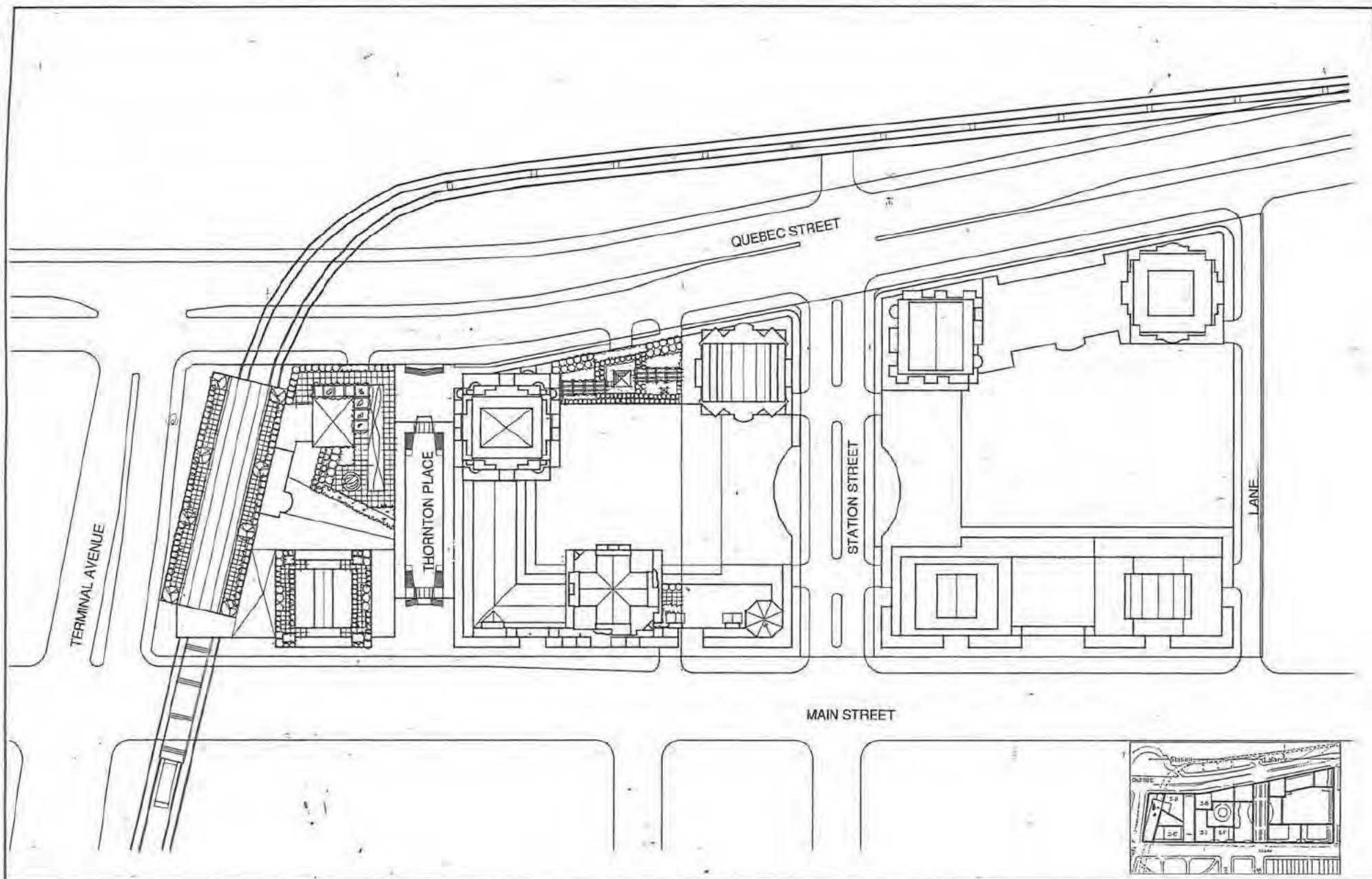
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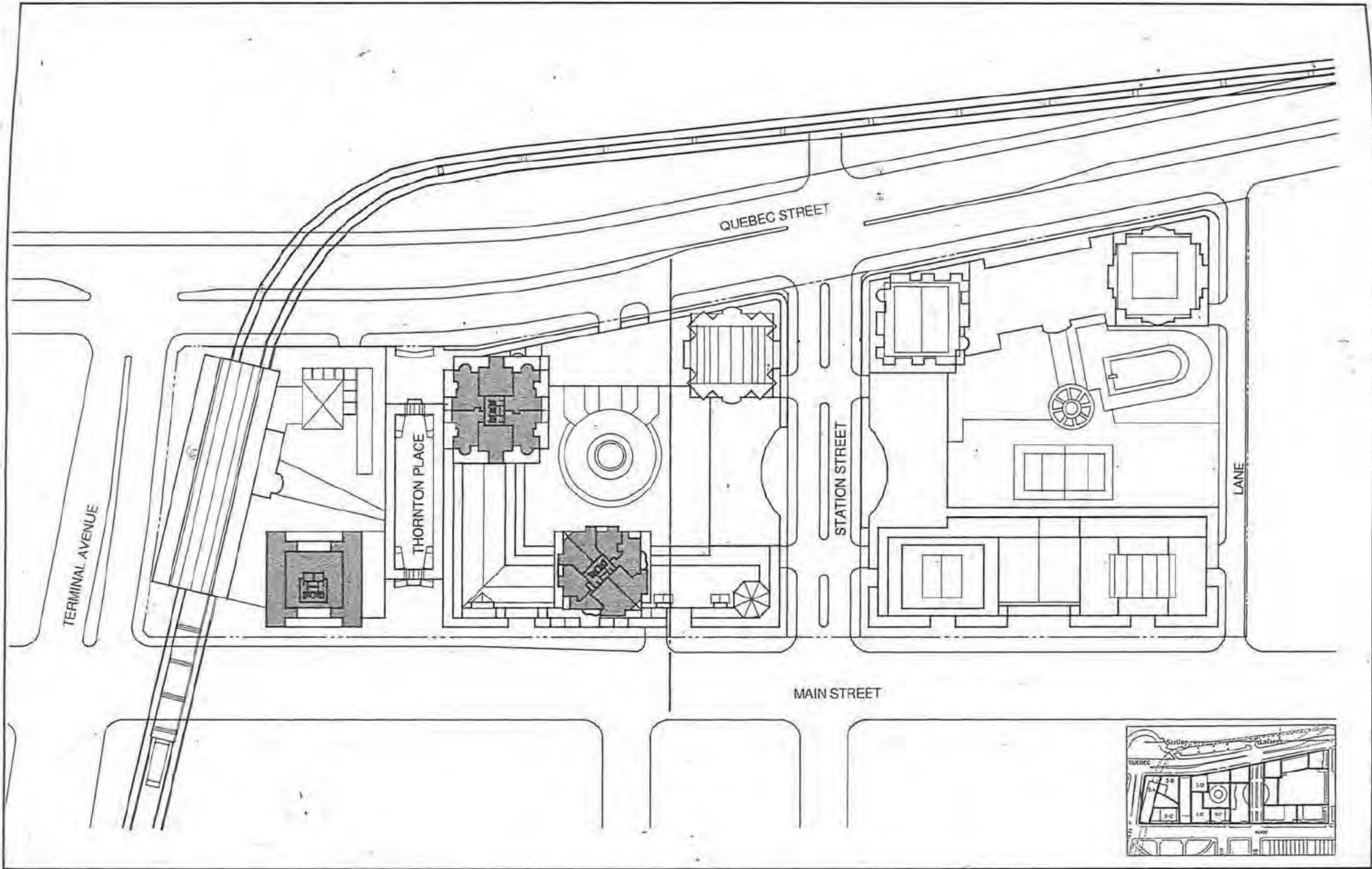
STATION / LAFARGE SITES
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ROOF TERRACE LANDSCAPE
 LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

DATE: SEPT 30, 88
 SCALE: 1-500



11



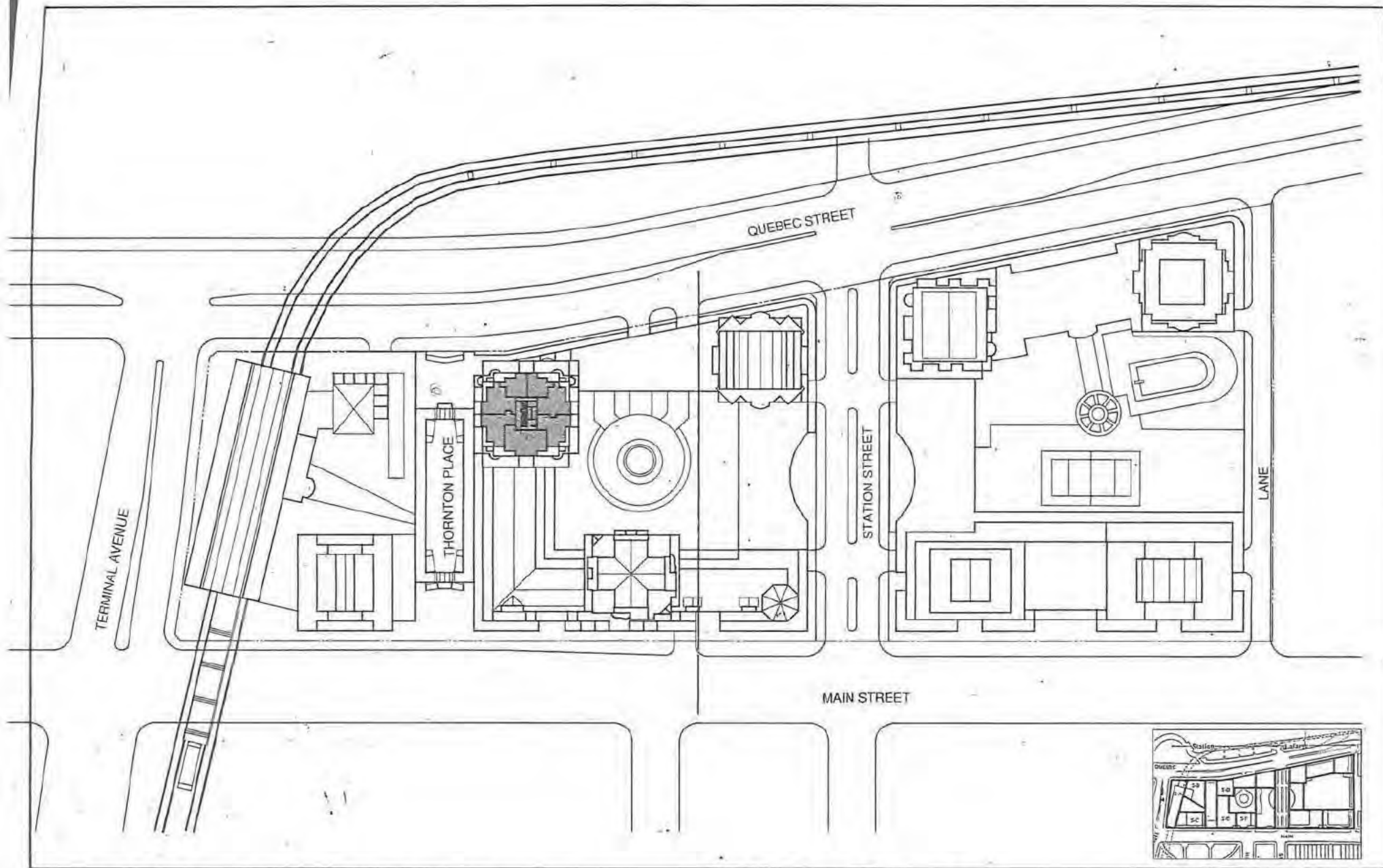
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LEVELS 10-24

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12



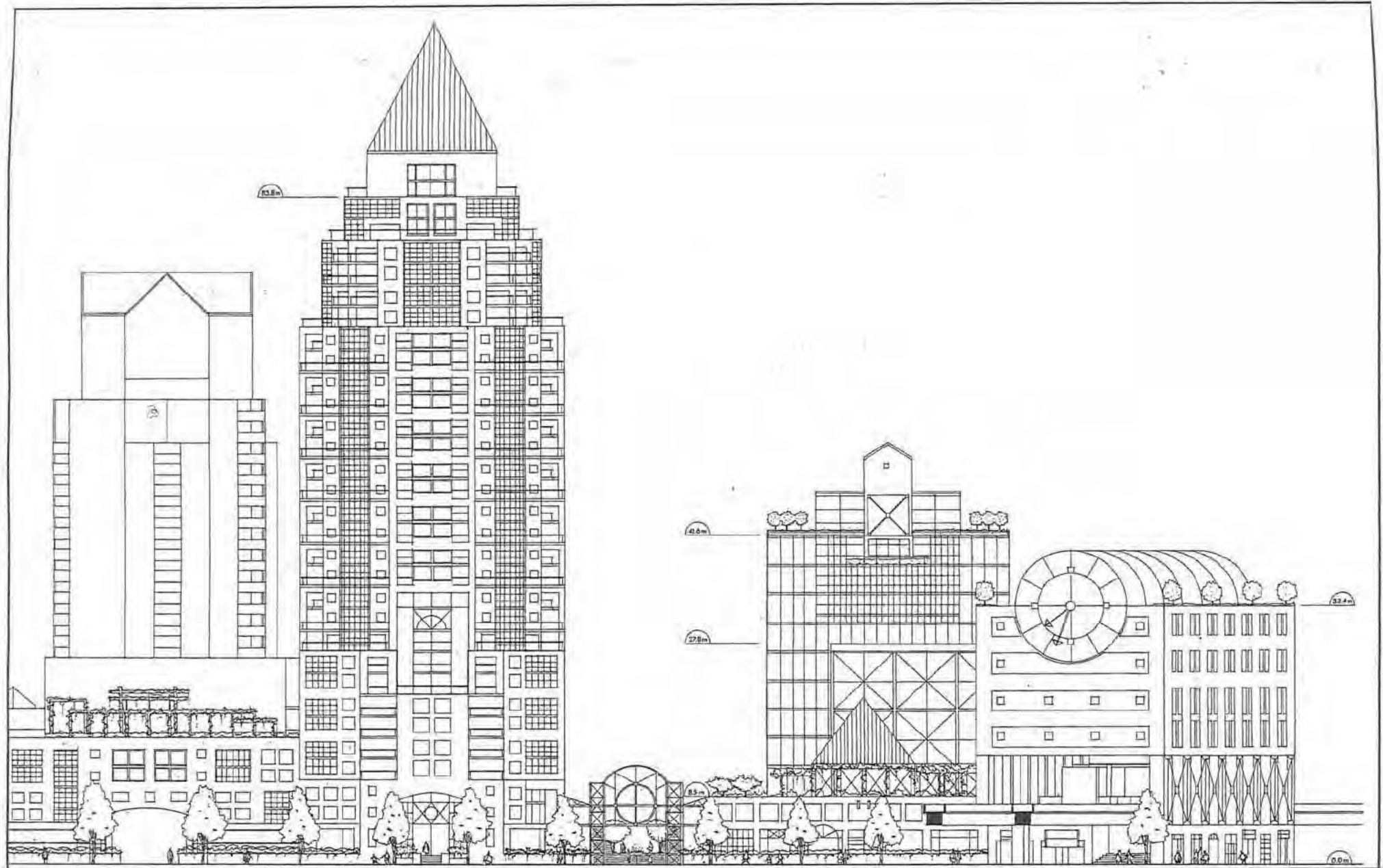
STATION / LAFARGE SITES
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LEVELS 25 - 30

DATE: SEPT 30, 88
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13



STATION / LAFARGE SITES

BOSA DEVELOPMENT CORP.

PERKINS & CHEUNG LTD. ARCHITECTS

QUEBEC ST

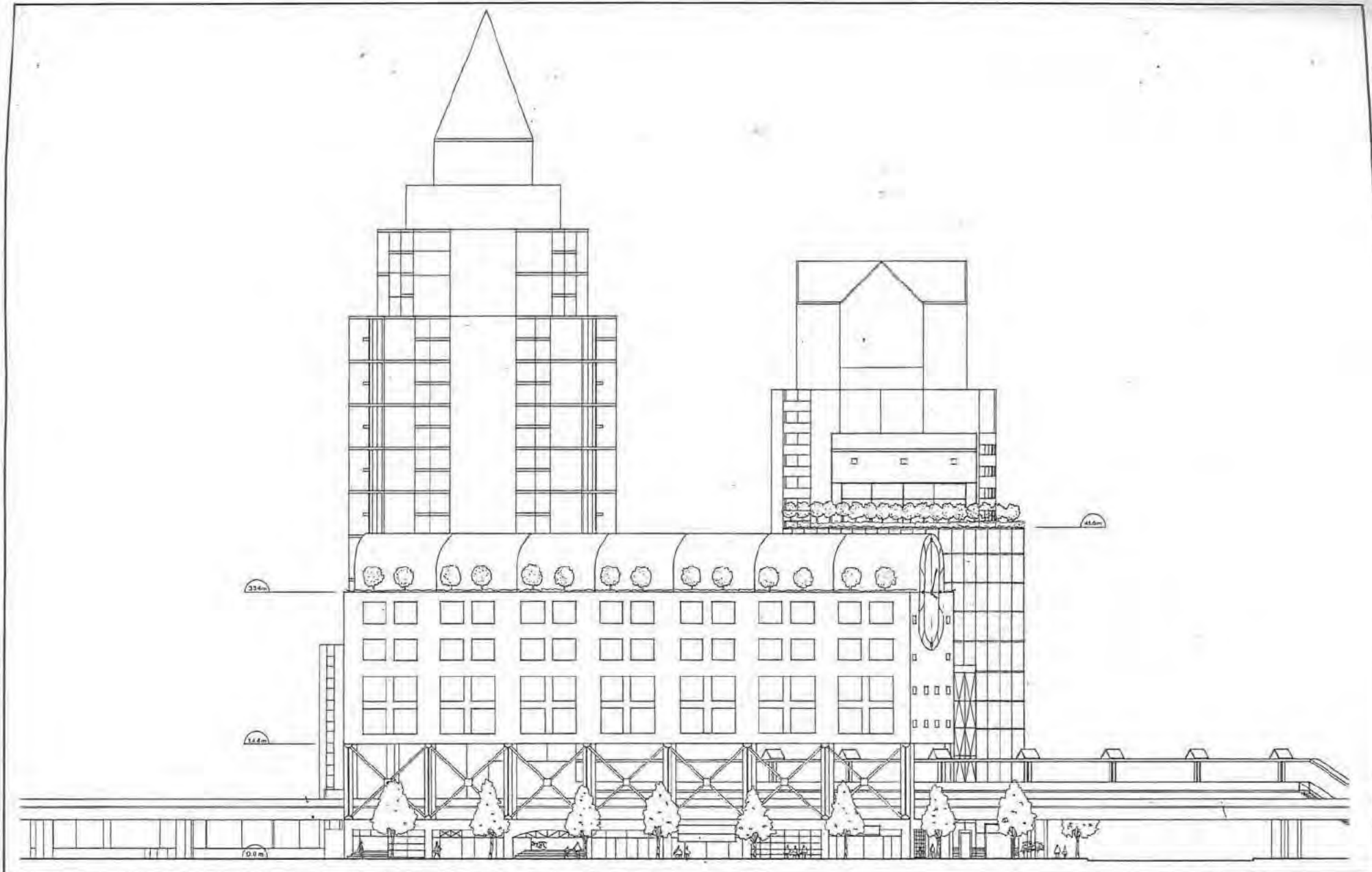
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NORTH

14



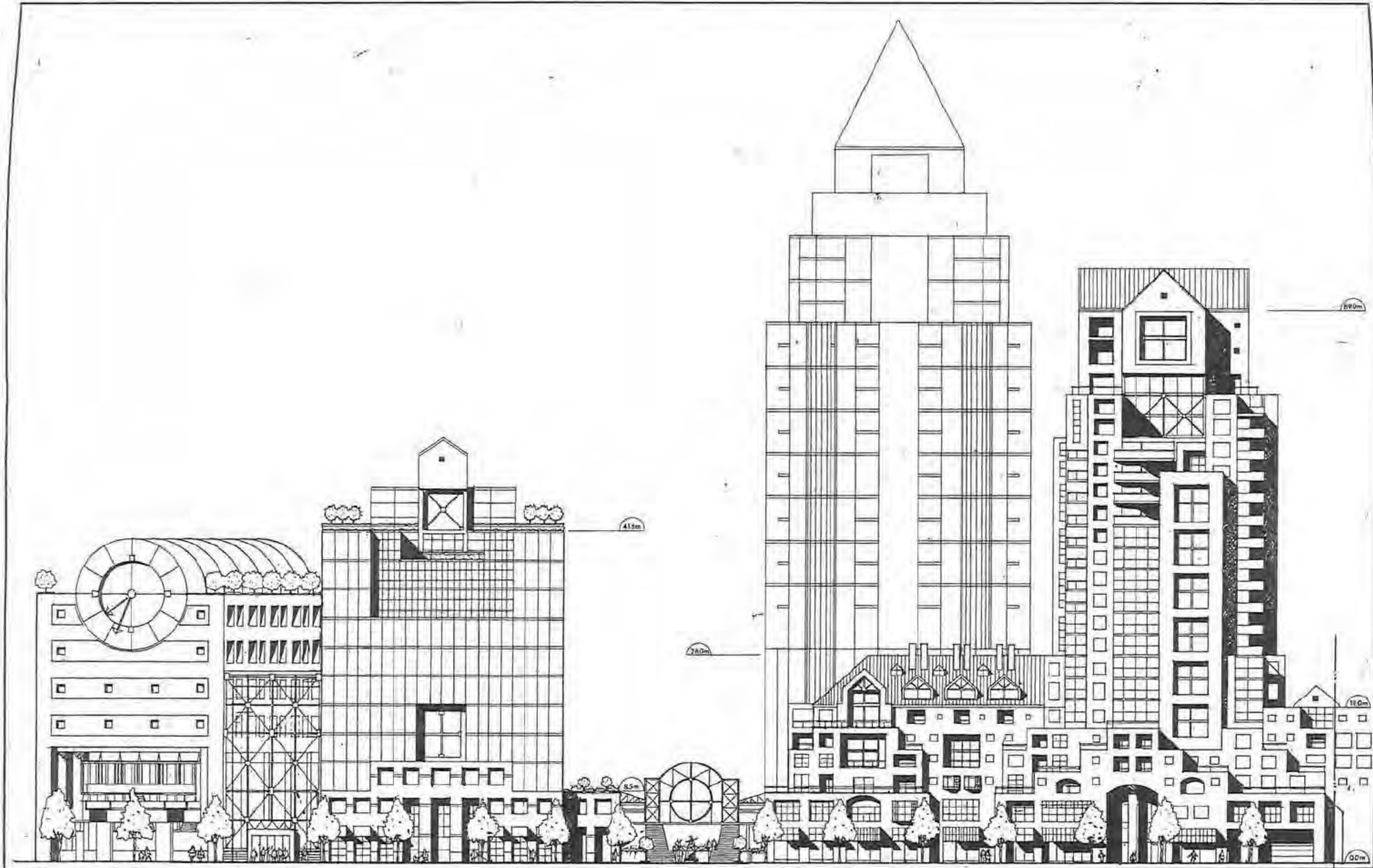
STATION / LAFARGE SITES
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TERMINAL AVE

DATE: SEPT 30, 88
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15



STATION / LAFARGE SITES

BOŞA DEVELOPMENT CORP.

PERKINS & CHEUNG LTD. ARCHITECTS

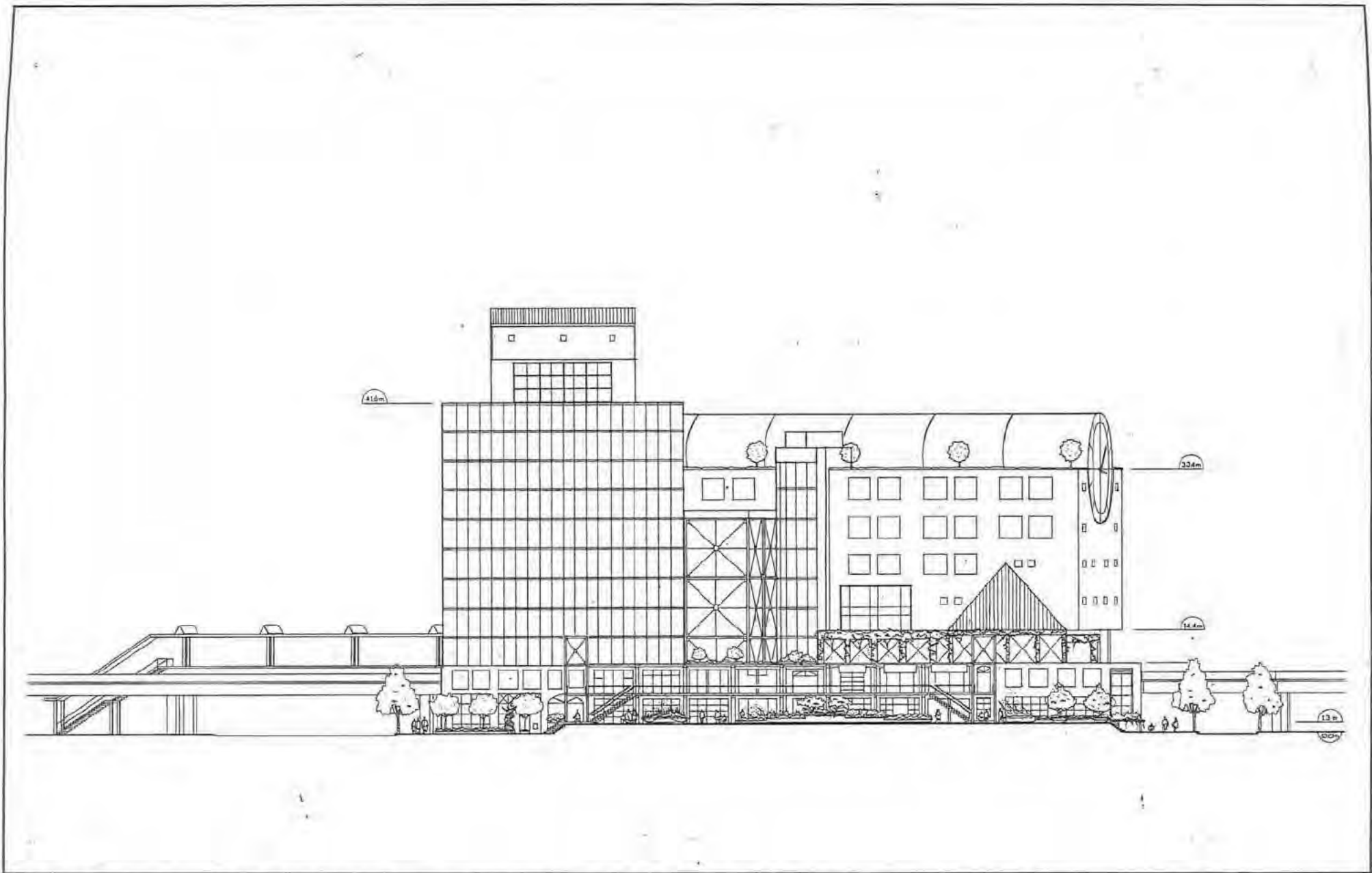
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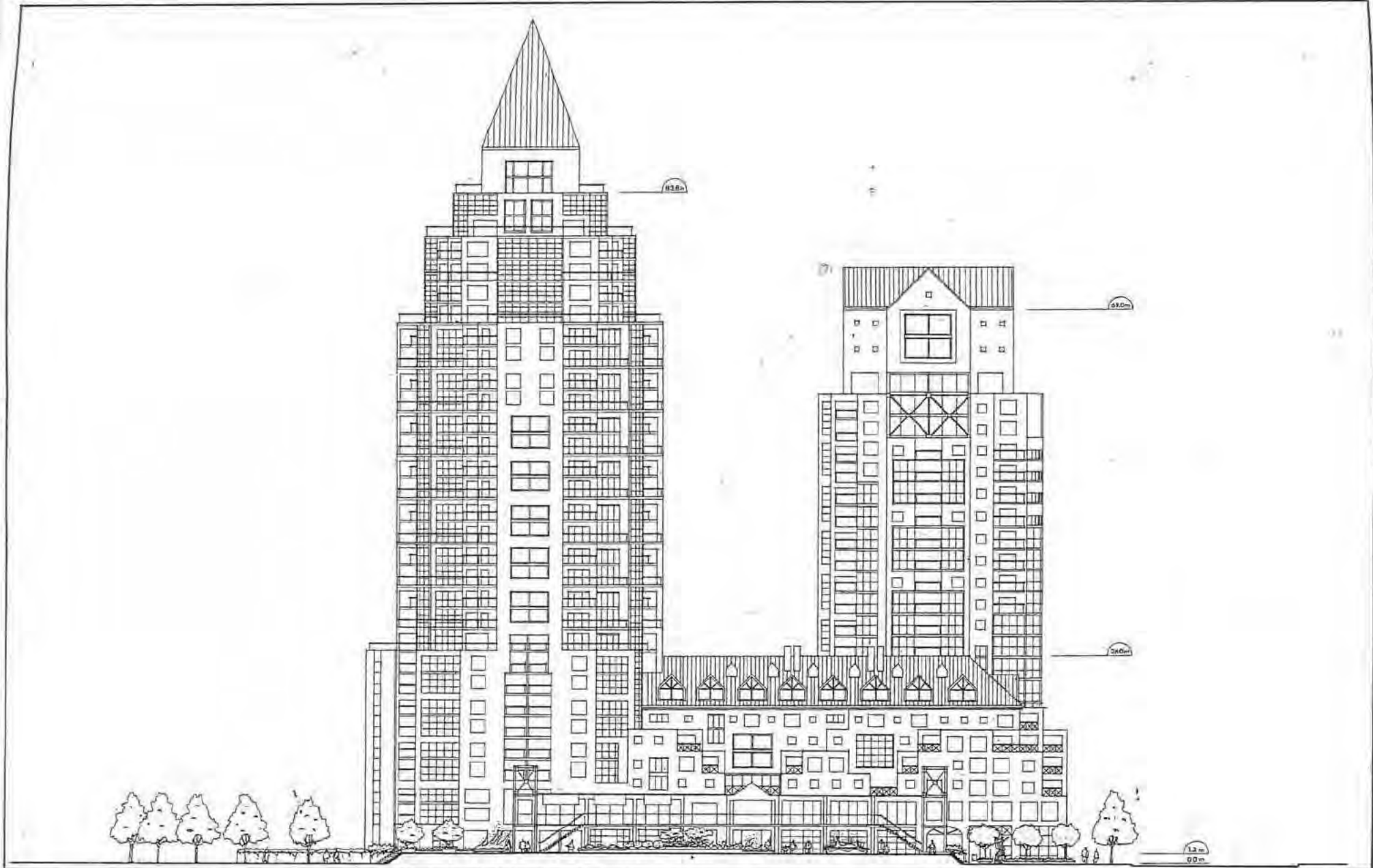
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THORNTON PL SOUTH
 LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

DATE: SEPT 30, 88
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17



STATION / LAFARGE SITES THORNTON PL NORTH

BOSA DEVELOPMENT CORP.

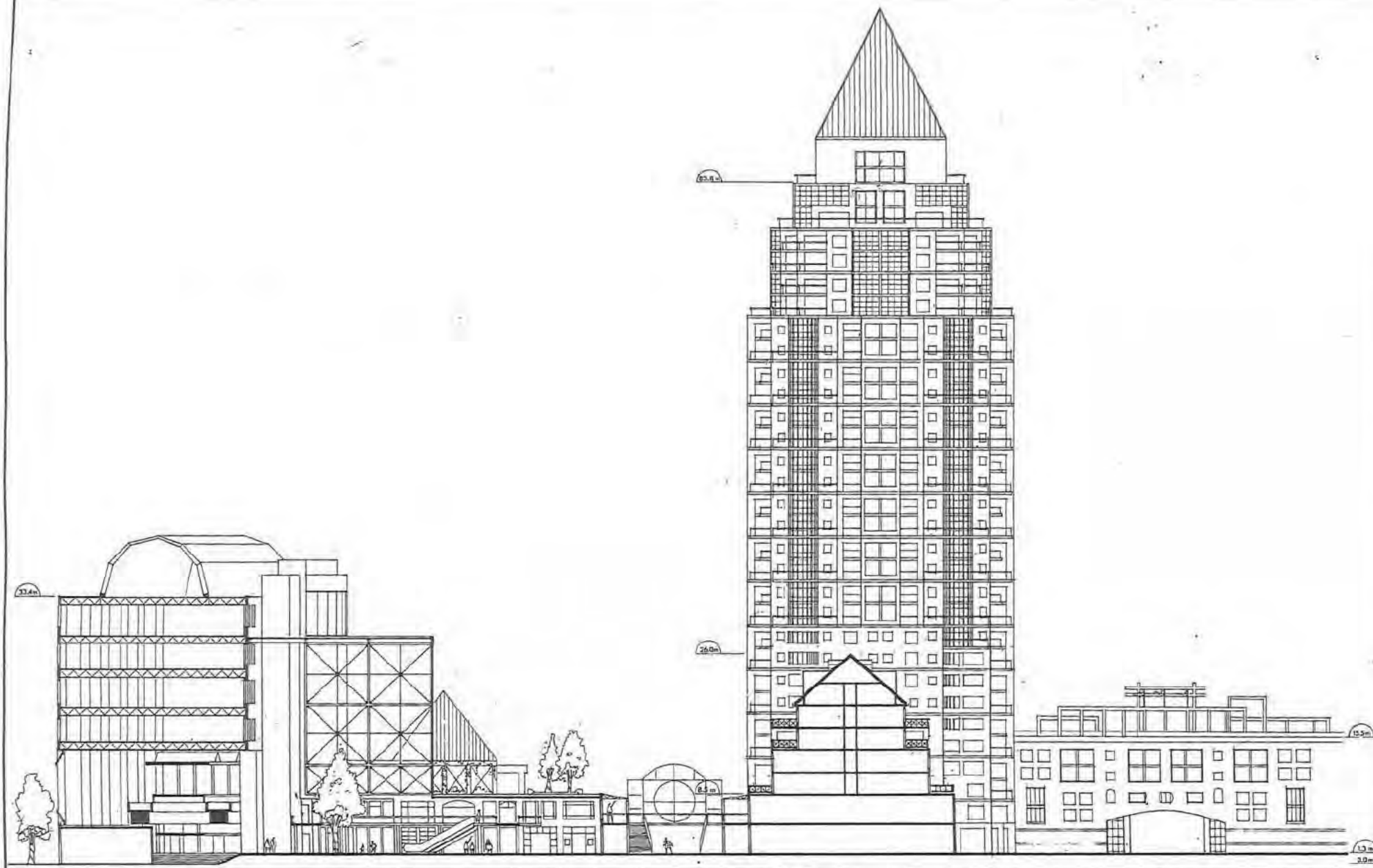
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LARRY DIAMOND / RANDALL SHARP LANDSCAPE ARCHITECTURE

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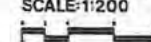
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STATION / LAFARGE SITES
 BQSA DEVELOPMENT CORP. PERKINS & CHEUNG LTD. ARCHITECTS

SECTION

DATE: SEPT 30, 88
 SCALE: 1/200



NORTH

STATION SITE

PRELIMINARY DEVELOPMENT PERMIT - TECHNICAL DATA

* unless otherwise noted all measurements in sq. m. (sq. ft.)

Site Area FC-1 Zone 15,094.2
(152,478.0)

		PERMITTED	REQUIRED	PROPOSED
Floor Area	Residential	45,282.6 (487,434.0)		45,175.2 (486,278)
	Office	22,641.3 (243,717.0)		16,012.1 (172,359)
	Retail	15,094.2 (162,478.0)		6,223.5 (66,991)
	Office/Retail	N/A		1,842.9 (19,837)
	TOTAL	75,971.0 (812,390.0)		69,256.6 (745,465)
F.S.R.	Residential	3.0 max		2.99
	Office	1.5 max		1.06
	Retail	1.0 max		0.41
	Office/Retail	N/A		0.12
	TOTAL	5.0 max		4.59
Dwelling Units		no reg		400 approx 265 units/Ha (107 units/acre)
Parking	Residential		646 min	634
	Office		229 min)	445
	Retail + Office/Retail		170 min)	
	TOTAL		1,045 min	1,079
Loading	Office		6 min)	6
	Retail + Office/Retail		4 min)	
	TOTAL			
Height		22.9 (75) outright 83.8 (275) discretionary		Varies
Setbacks			Main St - W. side 3.0 (10) (S.of National) min	3 (10)
			Terminal Ave 3.0 (10) -N. side min	Varies 0 to 8 (0-26)
Site Coverage	NA			N/A
Amenity		3,048.0 (10,000)		will include up to 3048 (10,000) - exact amount undetermined as yet.

STATION SITE DETAILED PARCEL STATISTICS

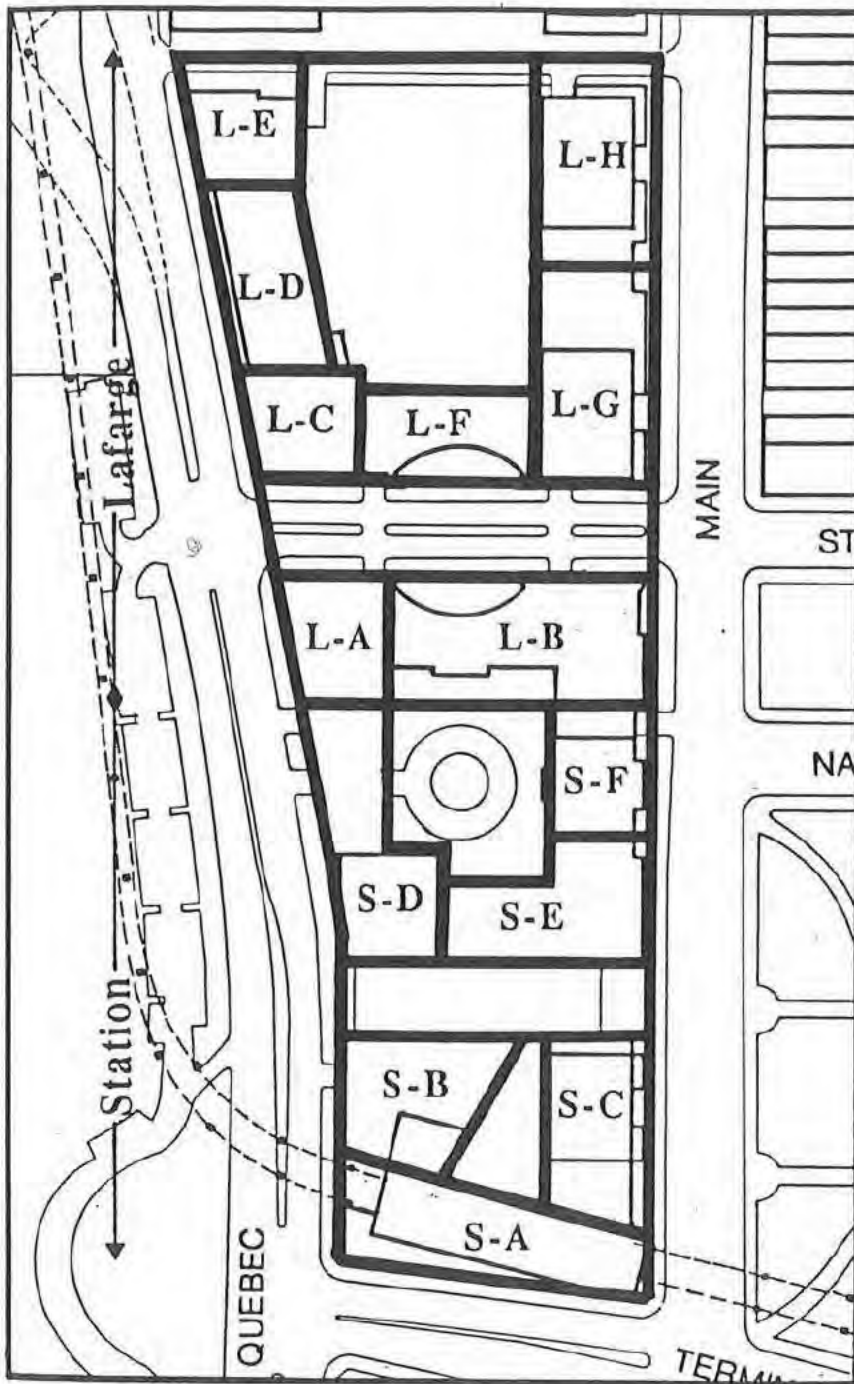
* unless otherwise noted all measurements in sq. m. (sq. ft.)

Site Area 15,094.2
(162, 478)

Parcel	Storeys	Residential	Office	Retail	Office/Retail	Total
S-A	5	-	7,192.2 (77,419)	463.4 (4,988)	- -	7,655.6 (82,407)
S-B	3	-	-	1,336.6 (14,388)	1,300.9 (14,003)	2,637.5 (28,391)
S-C	11	-	8,819.9 (94,940)	980.0 (10,549)	- -	9,799.9 (105,489)
S-D	30	23,681.2 (254,911)	- -	1,069.5 (11,512)	- -	24,750.7 (266,423)
S-E	7	4,157.9 (44,757)	- -	1,470.0 (15,834)	542.0 (5,834)	6,170.9 (66,425)
S-F	25	17,336.1 (186,610)	- -	903.0 (9,720)	- -	18,239.1 (196,330)
		45,175.2 (486,278)	16,012.1 (172,359)	6,223.5 (66,991)	1,842.9 (19,837)	69,256.6 (745,465)
FSR		2.99	1.06	.41	.12	4.59

NOTES

1. Columns may not total due to rounding.
2. Area not included : existing Skytrain Station atrium



PARCEL DESIGNATIONS

September 30, 1988

Station Site
Site Statistics - Parcel S-A

Storey	No. of Storeys	Use	Floor Plate Area (s.f.)	Total (s.f.)
1	1	Office	3,019	
	1	Retail	4,988	8,007
On top of ALRT 2-5	4	Office	18,600	74,400
<hr/>				82,407

Retail	4,988
Office	77,419
	<hr/>
	82,407

Area not included : Existing Skytrain Station

September 30, 1988

Station Site
Site Statistics - Parcel S-B

Storey	No. of Storeys	Use	Floor Plate Area (s.f.)	Total (s.f.)
1	1	Retail	14,388	14,388
2	1	Retail/ Office	8,488	8,488
3	1	Retail/ Office	5,515	5,515
<hr/>				28,391

Retail	14,388
Retail/Office	14,003
	<hr/>
	28,391

Area not included : Atrium

September 30, 1988

Station Site
Site Statistics - Parcel S-C

Storey	No. of Storeys	Use	Floor Plate Area (s.f.)	Total (s.f.)
1	1	Retail	10,549	10,549
2-11	10	Office	9,494	94,940
<hr/>				105,489

Retail	10,549
Office	94,940
	<hr/>
	105,489

September 30, 1988

Station Site
Site Statistics - Parcel S-D

Storey	No. of Storeys	Use	Floor Plate Area (s.f.)	Total (s.f.)
1	1	Retail	11,512	
1	1	Residential	1,678	13,190
2	1	Residential	13,190	13,190
3-5	3	Residential	16,788	50,364
6-9	4	Residential	11,512	46,048
10-24	15	Residential	7,905	118,575
25-28	4	Residential	5,364	21,456
29-30	2	Residential	1,800	3,600
				266,423

Retail	11,512
Residential	254,911
	266,423

September 30, 1988

Station Site
Site Statistics - Parcel S-E

Storey	No. of Storeys	Use	Floor Plate Area (s.f.)	Total (s.f.)
1	1	Retail	15,834	15,834
2	1	Retail/ Office	5,834	5,834
3-4	2	Residential	10,675.5	21,351
5-7	3	Residential	7,802	23,406
<hr/>				66,425

Retail	15,834
Retail/Office	5,834
Residential	44,757
	<hr/>
	66,425

September 30, 1988

Station Site
Site Statistics - Parcel S-F

Storey	No. of Storeys	Use	Floor Plate Area (s.f.)	Total (s.f.)
1	1	Retail	9,720	9,720
2	1	Residential	10,674	10,674
3-5	3	Residential	10,258	30,774
6-7	2	Residential	9,843	19,686
8-9	2	Residential	9,720	19,440
10-21	12	Residential	7,254	87,048
22-25	4	Residential	4,747	18,988
				196,330

Retail	9,720
Residential	186,610

	196,330

APPENDIX 2

FUTURE CONTEXT DEVELOPMENT SCENARIO

The introduction of 1,000 units of housing and significant commercial development on the Station and Lafarge sites will provide a catalyst for change in the Quebec/Main corridor. In order to enable the redevelopment proposals for the Station and Lafarge sites to be better assessed, an urban design scenario for future built form in the immediate area was developed.

ASSUMPTIONS

The area under consideration is bounded by the Georgia Viaduct, Main St., West 1st Avenue, Ontario St., and False Creek. A substantial portion of the area is owned by the City. For the purposes of this limited scenario, land east of Main was not included.

Part of the area is zoned FC-1. It was assumed that density and use targets would be similar to those in the Station and Lafarge sites:

Residential	FSR	3.0
Office/Retail	FSR	1.5

Total	FSR	4.5

The exception is the south east corner of False Creek which is planned at a density of FSR 3.0 - mainly residential, with only incidental commercial uses associated with the waterfront, if feasible.

The development scenario respects the existing land assemblies with the exception of parcels C and D which were assumed to be assembled in order to obtain a large enough site for development.

DESCRIPTION

New streets are introduced to create city blocks of a normal scale and provide access to sites. Central Avenue is extended to Quebec (as per East False Creek Policy Plan recommendations). In the False Creek area, Ontario Street becomes a link to the seawalk extension and a new east-west street runs a block north of W. 1st Avenue.

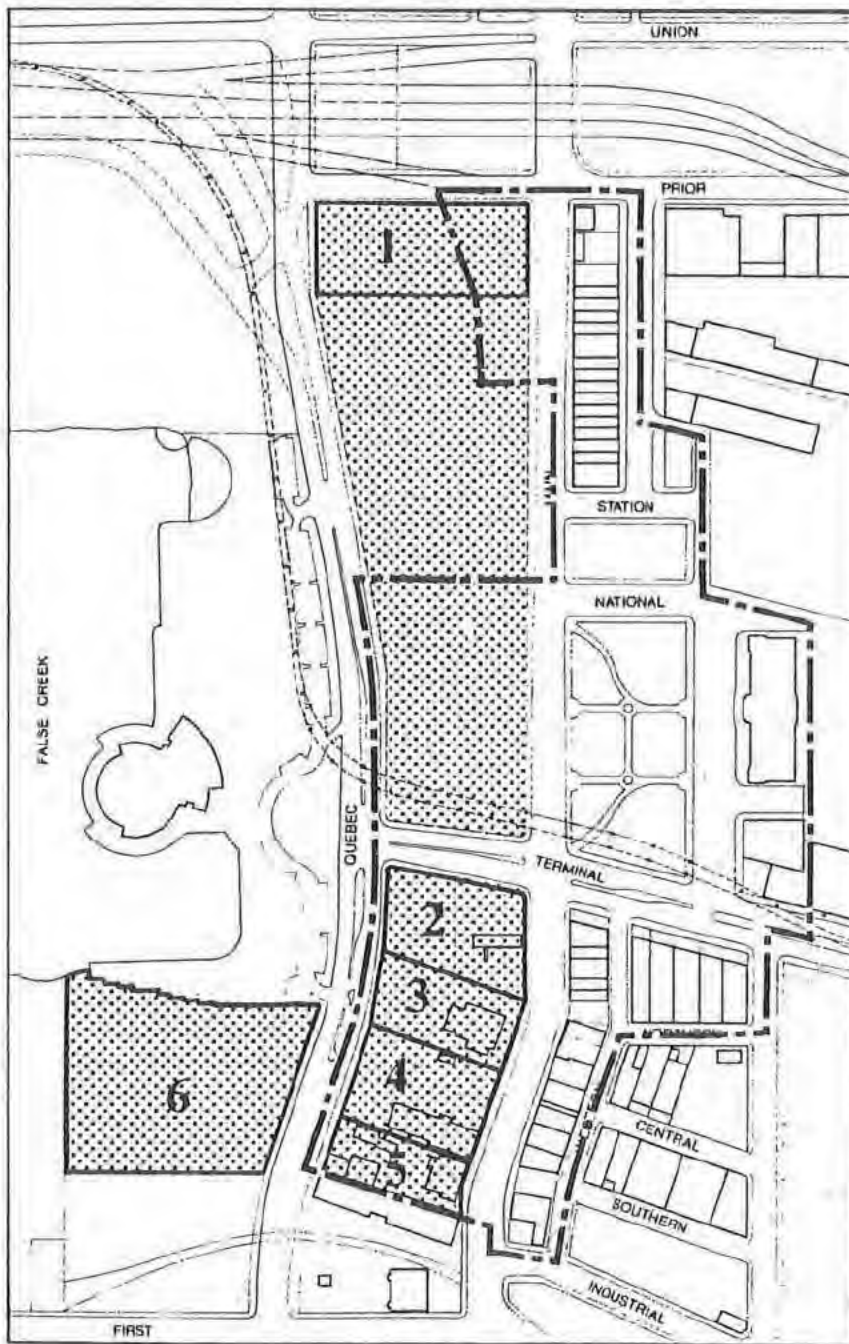
Residential uses are located on Quebec St. and in the False Creek area to take advantage of views and the park amenity. Main St. provides frontage for office and retail buildings.

In terms of built form the pattern is an adaptation of the concept on Station and Lafarge sites. Continuous moderate height "street wall" buildings line the edges of the blocks with towers of varying heights and forms strategically located above.

Tower heights along Quebec range from 27 storeys at Terminal Avenue down to 16/14 near W. 1st. Buildings on the False Creek site are significantly smaller, allowing the overall built form to create something of a "basin" around the creek.

While public open space needs are served by East False Creek Park, a small triangular open space is added south of it to give the entire west side of the Quebec "crescent" a green edge. There is the opportunity to locate sculptural feature of some sort in this park, picking up the visual axis northward along Quebec.

The inner courts within blocks are seen as green spaces for the visual enjoyment and use of residents and tenants. Appropriate streetscaping would tie the entire Main/Quebec corridor together.



DEVELOPMENT PARCELS

•••FC 1 ZONE

□ STUDY AREA

FUTURE CONTEXT SCENARIO DEVELOPMENT STATISTICS

SITE	AREA sq. m	RESIDENTIAL FSR 3.0, sq. m	OFFICE/RETAIL FSR 1.5, sq. m
1	8,550	25,650	12,825
2	5,340	16,020	8,010
3	4,640	13,950	6,960
4	5,630	16,890	8,445
5	3,360	10,080	5,040
6	12,550	37,650	

TO

EUNICE MAK
SOCIAL PLANNING

FROM

BEN FONG
DEVELOPMENT PERMIT GROUP
2

SUBJECT

CENTRAL AREA D.P.A.

DATE

88 OCT. 13

☐ For Your Information☒ Please O.K. and Return☐ Please Discuss With Me☐ Per Your Request☐ For Your Signature☐ Please Process☐ Return With More Details☐ Investigate and Report☐ Please Answer☐ For Your File

RE: D.P.A. #

208380

ADDRESS

100 TERMINAL AVE.

MINOR/MAJOR D.P.A.

COMPLETE/PRELIMINARY D.P.A.

+ 1 SET OF PLANS

STAFF COMMITTEE - REQUIRED/NOT REQUIRED

Your comments please regarding this development permit application in the Central Area.

REMARKS:

JP - 2-3 20

DATE OF REPLY

SIGNATURE

WRITE YOUR REPLY AND RETURN THIS SHEET.

LYMEMO

CO-ORDINATE		PROPERTY ADDRESS		100 TERMINAL			
APPLICANT IS AGT. FOR OWNER		ADDRESS		CITY	POSTAL CODE	PHONE	OPTIONAL RELATED BUS. LIC. ACC. NO.
NAME JOHN PERKINS		CODE 16	CP	201-3701 E. HASTINGS	XXNB	BBY	BL
BOSA DEVELOPMENT							
PROPERTY OWNER		ADDRESS		CITY	POSTAL CODE	PHONE	OPTIONAL RELATED BUS. LIC. ACC. NO.
NAME BOSA DEVELOPMENT		201-3701 E HASTINGS	BBY				BL
ADDITIONAL CONTACT IS DESIGNERS		ADDRESS		CITY	POSTAL CODE	PHONE	OPTIONAL RELATED BUS. LIC. ACC. NO.
NAME PERKINS & CHEUNG		201-111 WATER	VANG	V68-1A7	695-2088		BL
LEGAL DESCRIPTION	LOT	SUB	BLOCK	PLAN	D.L.		
C & 3				11511 & 15505	196 2037		
LOT SIZE	TYPE OF LOT		ZONE	P.U.I. DISTRICT NO.	MEASUREMENTS IN METRIC OR IMPERIAL		
WIDTH 11800.	CODE DEPTH 11800.	CRN/DCL/FRT	FC-1	14	1		
BUILDING	HEIGHT	STOREYS	FRONTAGE	DEPTH			
1							
RELATED DEVELOPMENT	RELATED ZONING	FRONT	REAR	SIDE	SIDE		
BY-LAW REQUIRED	BOARD OF VARIANCE	YARDS	YARDS	YARDS	YARDS		
EXISTING	Z	PROPOSED	PROPOSED	PROPOSED	PROPOSED		
BUILDING CODE					OWNER AWARE OF APPLICATION		
CLASSIFICATION					(YES OR NO) Y		
EXISTING	DWELLING UNITS	HOUSEKEEPING UNITS	SLEEPING UNITS	NO. OF ROOF TOP MECHANICAL UNITS			
PROPOSED	DWELLING UNITS	HOUSEKEEPING UNITS	SLEEPING UNITS	MECHANICAL UNITS			
FLOOR SPACE RATIO	FLOOR AREA	OFF-STREET PARKING		LOADING FACILITIES			
BY-LAW PERMITTED			BY-LAW REQUIRED				
EXISTING			EXISTING				
PROPOSED			PROPOSED				
FOR OFFICIAL USE ONLY							
PURPOSE	PROPOSED DEVELOPMENT USE CODE	FLOOR IDENTIFICATION	PROPOSED AREA SQ. FT./METRES	RELAXATION CODE	FROM DEVELOPMENT USE CODE	FROM AREA SQ. FT./METRES	
01	024						
01	E						
01	R						
THIS APPLICATION IS SUBMITTED WITH PLANS TO: (DESCRIPTION OF PROPOSED DEVELOPMENT)							
CONSTRUCT A MULTI-USE RESIDENTIAL / COMMERCIAL DEVELOPMENT ON THIS EXISTING SITE.							
PLANS SUBMITTED: (YES OR NO) Y							
THIS SITE IS AFFECTED BY A: BUILDING LINE (YES OR NO) N		LANDSCAPE SETBACK REQUIREMENT (YES OR NO) N	HERITAGE STATUS (SEE REVERSE FOR CODE MEANING) H	ENG. CLEARANCE IND. R	STUDY AREAS 55	P & L (1) PLN (2) H.C.G. (3) 2	
STEPS WILL BE TAKEN TO ENSURE THE FOLLOWING PERMITS / LICENSES INDICATED WITH AN "R" ARE OBTAINED IF THIS APPLICATION IS APPROVED:							
BUILDING PERMIT R	ELECTRICAL PERMIT R	GAS PERMIT R	PLUMBING PERMIT R	OCCUPANCY PERMIT R	BUS. LICENSE R		
PROCESSED THROUGH	BY-LAW PROVISION CODE	DEVELOPMENT PLANNER	SETS OF PLANS RECEIVED	SERVICE MAIL	DROP OFF	PRELIM. IND.	DO NOT PURGE
01	(CONDITIONAL OR OUTRIGHT) C		10				
APPLICATION TAKEN BY J.H. ARAYA		FEE SCHEDULE 1 SECTION					
10346		FEE SCHEDULE 1 SECTION					
		DEVELOPMENT PERMIT APPLICATION TOTAL AREA					
		A. DEVELOPMENT PERMIT APPLICATION FEE A \$ 648.00					
		B. LESS PRELIMINARY FEE PAID \$					
		DEVELOPMENT PERMIT APPLICATION BUILDING GRADES MEASUREMENT					
		C. DEVELOPMENT PERMIT APPLICATION BUILDING GRADES FEE \$					
		D. DEVELOPMENT PERMIT APPLICATION TOTAL FEE \$ 648.00					
DATE OF APPLICATION 081007		DEVELOPMENT PERMIT APPLICATION RECEIPT NUMBER 107572					

(THIS IS NOT A PERMIT)

NOTE: IF BUILDING PERMIT MUST BE OBTAINED THE BUILDING PERMIT APPLICATION MAY BE MADE AT THE SAME TIME AS THE DEVELOPMENT PERMIT APPLICATION.

HEREBY AGREE THAT I WILL COMPLY WITH ALL BY-LAWS OF THE CITY OF VANCOUVER AND ALL OTHER STATUTES AND REGULATIONS IN FORCE IN THE CITY OF VANCOUVER RELATING TO THE WORK, UNDERTAKING OR PERMISSION IN RESPECT OF WHICH THIS APPLICATION IS MADE, AND THAT I WILL INDEMNIFY AND SAVE HARMLESS THE CITY OF VANCOUVER, ITS OFFICIALS, EMPLOYEES AND AGENTS FROM ALL CLAIMS, LIABILITIES, JUDGEMENTS, COSTS OR EXPENSES OF EVERY KIND, INCLUDING NEGLIGENCE, IN RESPECT OF ANYTHING DONE OR NOT DONE IN CONSEQUENCE OF ANY PERMISSION, PERMIT OR LICENSE ISSUED AS A RESULT OF THIS APPLICATION OR THE FAILURE TO OBSERVE COMPLETELY ALL BY-LAWS, ACTS AND REGULATIONS RELATING TO ANY WORK OR UNDERTAKING IN RESPECT OF WHICH THIS APPLICATION IS MADE

HEREBY VERIFY THAT THE INFORMATION CONTAINED WITHIN THE LIGHT SHADED AREAS ON THIS PAGE IS CORRECT
SIGNED AT VANCOUVER, B.C.

THIS DAY OF 198

APPLICANT

WITNESS

(RETAIN THIS COPY FOR FOLLOW UP)

89.03.20

TO	<i>Enrica Mak</i>	FROM	<i>Ben Fong</i>
	<i>Social Planning</i>	DEPT.	<i>D. P. Group</i>
		DATE	<i>89.01.24</i> 19
RE <i>100 Terminal Ave. DA 208380</i>			
MESSAGE			
<i>Attached — Revised plans dated</i>			
<i>Jan. 23/89 together with</i>			
<i>Addendum #3 (booklet) for</i>			
<i>your review/ comments.</i>			
<i>Pl. discard all previous dwgs</i>			
<i>dated Oct. 6, 1988.</i>			
REPLY		DATE: 19	
<div data-bbox="795 1291 1193 1564" data-label="Text"><p>RECEIVED Soc. Planning JAN 24 1989 City of Vancouver</p></div>			

FORM 201

"RITE - QUICK"

1. WHEN WRITING SNAP OUT PINK PART - SEND WHITE AND YELLOW. INTACT.

2. WHEN REPLYING - SNAP AND RETURN YELLOW PART - RETAIN WHITE PART AND FILE.

359272