



September 26, 2016

Patrick O'Sullivan
Development Planner
City of Vancouver,
Development and Building Services Centre
515 West 10th Avenue
Vancouver, BC V5Z 4A8

Re: Design Rationale
936 - 940 Main Street, Vancouver, B.C.

Dear Mr. Patrick O'Sullivan,

We are pleased to submit the enclosed documentation for the development of the sites on the east side of Main Street between National Avenue and Prior Street. We believe that the proposed development fits well into the urban fabric along Main Street. The preservation and restoration of the historic front facade will enhanced the historic richness of the 900 block of Main Street. In addition, as a rental housing project, this development helps to add much needed residential rental housing stock in Vancouver.

In summary the proposed development includes the following:

Zoning	FC-1
Site Area	4,924 sf (457.5 sm)
Legal Description	Lot 8 Block 24 District Lot 196 Plan 184 ("Lot 8") except the North 1.5 feet of the East 49.42 feet shown on Reference Plan 516A Lot 9 Block 24 District Lot 196 Plan 184 ("Lot 9")
Setbacks	No Front Yard required No Side Yard required (we are providing a 70 degree light penetration from Station Street to the existing windows of the adjacent building) No Rear Yard required
Height	96'-10" (29.5m) measured to the mechanical penthouse screen wall. 87'- 2" (26.6m) measured to the roof parapet of the last habitable floor.



Area Distribution	Restaurant: 3,020 sf (280.6 sm) Hotel: 6,830 sf (634.5 sm) Rental Housing: 14,770 sf (1,372.2 sm) Total FSR Area: 24,620 sf (2,287.3 sm)
FSR	5.00
Exclusion	Residential lobby/ elevators: 1,675 sf (55.6 sm) Rental Housing Amenity: 345 sf (32.1 sm) Commercial Kitchen Exhaust: 280 sf (26.0 sm) Open to below area: 80 sf (7.4 sm) Total Exclusion Area: 2,380 sf (221.1 sm)
Gross Area	27,000 sf (2,508.4 sm)
Units Distribution	11 Hotel Rooms 25 Rental Units - 12 micro suites (48%) - 4 studios (16%) - 4 one bedroom units (16%) - 5 two bedrooms units (20%)

Built Form and Massing

The 900 block of Main Street has a rich heritage history. The old Bank of Montreal at the north end of the block was restored as part of a redevelopment. The American Hotel (formerly the Clarendon Hotel) has been renovated recently. At the south end, the Ivanhoe Hotel (formerly the Van Decar Hotel) completes the heritage character of the block.

As part of this development, we are restoring the 2 storey o of the Tacoma Junk Co, building; an Edwardian-era building built in 1907.

The new building massing steps back from the heritage facade on Main Street for the first three floors creating a clear distinction between the heritage facade and what new building.

The site to the south of this property, is owned by the city and is being developed to a height of 6 storeys. This new building will conceal almost the entire southern wall of our proposed new building. The resulting streetscape along Main Street will have a pleasantly modulated rythme of building profiles. The architectural expression of the new structure is modern providing an appropriate contrast to the existing heritage facade. The Main Street facade is divided in 4 bays, an interpretation of the bay window elements of the heritage facade. The bays step back from each other and have different heights and colours to enhance the articulation of the massing. The higher bays are located away from the north property line to minimize the overshadowing on the adjacent properties.

The Station Street facade steps back on the north side to provide a 70 degree light penetration to the existing windows of the American Hotel building. The stepped massing also reduces the shadowing impact on Station Street.



Ground Plane

The site fronts on two streets. The lobby entrance is located on Main Street.

The proposed restaurants would have a street presence on both Main and Station Streets. The restaurant facing Main Street is located in the restored historic facade.

Effort was made to minimize the utilitarian elements to be located on Station Street. The garbage room, electrical and mechanical room are located underground.

The parking and loading are also located below grade. The parking entrance was reduced to the minimum width with the gas meters located above to provide as much glazing at grade for the restaurant facing Station Street.

Parking and Loading

All vehicle parking would be below grade, accessed from Station Street to the north of the site.

A car lift is proposed for access to the underground parking due to the minimum width of the site. (48'-6" on Station Street) We are providing a total of 9 spaces.

One class A loading bay for the ground floor restaurants and for the hotel is located in the underground parking. Some of the adjacent buildings are using loading at grade off Station Street. There is a designated loading of Station Street located near the property.

Landscape

At grade, the Main Street face of the building, showcasing the heritage façade, is treated with a smaller, textured basalt paver in a dark charcoal colour. This creates a 'welcome mat' at the entrance and sets off the base of the building. It also references the darker portion of the new building. The property line to curb zone is treated as a standard City of Vancouver sidewalk with 2 proposed bike racks at curb side.

The Station Street face has a substantial boulevard zone and is treated in a broom finish concrete paving, 2 new street trees and 2 bike racks. It is expected that a sitting area off the restaurant will be added to and animate the public realm.

The 2nd level has an outdoor terrace that serves the hotel guests. Adjacent to this is the American Hotel and overlook is mitigated by a decorative metal screen. As a means of layering and providing interest, large shrubs and small trees are added. Back lighting on the trees will create silhouettes and evening interest without directing light into the adjacent apartment windows. Paving is proposed as porcelain slab on pedestals allowing flexibility on colours. Stainless steel trellising up the side of the building adds softness and fragrance with Honeysuckle and Chocolate vine.

The 8th floor serves both the Penthouse apartment and the building amenity room. The private and amenity terraces façade and year-round interest. A gas hook up on the amenity terrace (all terraces a gas ready) with additional planting aid in creating socializing spaces for the residents. are each planted with cascading Cotoneaster damerii for a softening effect on the



Public Benefits

Heritage restoration of the existing 2 storey facade

The proposed redevelopment would preserve and restore the historic Tacoma Junk facade along Main Street. It also includes rehabilitation work in the form of demolition and reconstruction of the main volume of the existing building thereby enhancing its functionality for commercial and hotel uses through a new construction behind the historic front facade. The proposed conservation recommendations will preserve the character-defining elements of the heritage facade, while restoring missing or deteriorated elements.

Rental Housing

The proposal includes 14,770 sf of rental housing that will comprise of 25 units including 5 two bedrooms units.

The units mix will provide a desirable range of rental options for future tenants from the micro suites to the two bedrooms units.

Requested Relaxations

Building Height

Our proposed building is 8 storey + mechanical penthouse.

The overall height is 96'-10" (29.5m) measured to the mechanical penthouse screen wall.

The building height is 87'-2" (26.6m) measured to the roof parapet of the last habitable floor.

The massing steps down at the north and south property lines to 7 storey with a height of 76'-8" (23.4m)

The FC-1 zoning allows a maximum height of 75'-2". (22.9m) The Director of Planning may permit an increase in the maximum height of the building not exceeding 275'-3". (83.9m)

Our site is also restricted by the view cone #22, which would allow for a maximum height of 206'-8". (63.0m)

The higher portions of the building are located away from the north property line to minimize the overshadowing on the adjacent properties.

Parking and Loading

Our site is only 48'-6" wide on Station Street.

To provide access to the underground parking, we are proposing to use a car lift instead of a typical ramp to increase the efficiency of the parkade.

We are also trying to limit the underground structure to 2 storeys to limit the depth of the excavation and underpinning to the neighbour building.

We are locating most of all the utility spaces below grade: garbage room, mechanical and electrical rooms, bike storage and residents.

Our narrow site would allow for a total of 9 parking spaces (7 standard stalls + 1 HC stall counted as 2 spaces) and one class A loading for the restaurant/hotel uses.



Based on the parking bylaw for hotel downtown and rental units the parking requirement would be 10 spaces. We are seeking a relaxation of one parking space.

We are proposing one class A loading bay in the underground parking. We are seeking a relaxation of the 2 class B loading bays. One of the required loading bay is for the hotel. We have only 11 rooms in our development. At that size, we feel that a designated loading bay for the hotel is not necessary. The other loading bay required is for the retail/restaurant uses. We feel that the class A loading provided in the parkade would be adequate for the size of our retail.

Balcony Area

We are proposing an increase in the balcony area from the allowable 8% to 9.5% (increase of 226 sf (21sm) of the balcony area)

The increase balcony area would provide enhanced livability to those small units. No enclosed balconies are proposed in this development.

We believe that the proposed development would be a good addition to the streetscape and we welcome the opportunity to continue to refine the development proposal in collaboration with all parties.

Yours truly,