



City of Vancouver *Land Use and Development Policies and Guidelines*

Planning, Urban Design and Sustainability Department

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VANCOUVER CONVENTION AND EXHIBITION CENTRE (VCEC) CD-1 GUIDELINES - 100 THURLOW STREET

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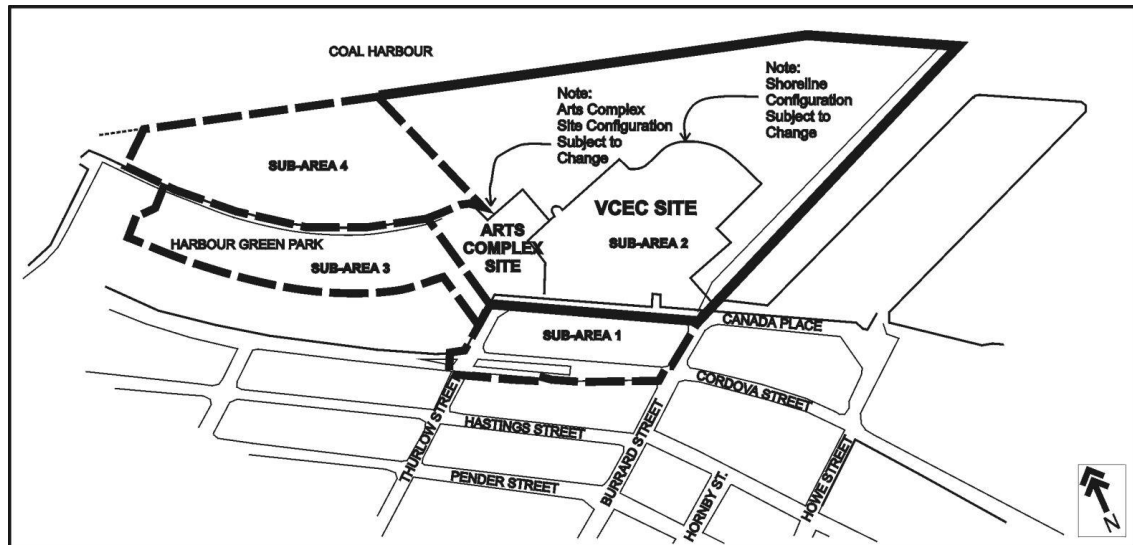
1 Application and Intent

These guidelines should be used in conjunction with the CD-1 By-law within the proposed Vancouver Convention and Exhibition Centre (VCEC) site (sub-area 2) in Burrard Landing to guide development of the area (see Figure 1). These guidelines are to be read with an acknowledgement that previous and ongoing discussions have occurred with respect to the proposed VCEC development on sub-area 2. Reference should also be made to the Burrard Landing (201 Burrard Street) CD-1 Guidelines amended and adopted by City Council in December 2001. As well as assisting the development permit applicant, the guidelines will be used by City staff in the evaluation of proposed convention centre, Arts Complex, and ancillary developments.

The guidelines will ensure that the design of individual developments on the proposed VCEC site is compatible with the overall urban design concept for the Burrard Landing precinct, adjacent established and future residential neighbourhoods and commercial districts.

The proposed VCEC site is bounded by the proposed Canada Place viaduct to the south, by the harbour headline to the north, by the Harbour Green Neighbourhood and Park to the west, and by Burrard Street to the east.

Figure 1. Burrard Landing Precinct showing VCEC site



2 Organizing Principles

The site is organized around extensions and completions of Burrard Street, the Canada Place viaduct, and Thurlow Street. This portion of Burrard Landing is also a focus for public cultural and recreational facilities in the downtown area, including a proposed Vancouver Convention and Exhibition Centre, a Civic Arts Complex, public plazas, and a major extension of the “Seaside Promenade” walkway/bikeway system to the foot of Burrard Street.

Key organizing principles guiding the pattern of development include:

- (a) Maintaining the sense of a diverse urban waterfront, with “working” marine uses and commercial at grade along the water’s edge;
- (b) Creating distinctive and lively public places linked along the water’s edge by a pedestrian walkway/bikeway system;
- (c) Building on the spectacular waterfront setting, by creating a unique “front door” gateway for the downtown to the south, a terminating focus for the Harbour Green neighbourhood and park to the west, a complementary development to the existing Canada Harbour Place to the east, and retaining those waterfront uses contributing to a special character;
- (d) Lining streets and public pathways at key locations with active pedestrian-oriented uses which provide interest and security;
- (e) Using the change in elevation from the downtown to the water’s edge to create a sense of place and strong identity; and
- (f) Ensuring that public access to the waterfront and full accessibility to the area is provided for all people, including the disabled.

3 Overall Guidelines

3.1 Siting

General siting considerations for buildings include the following:

- (a) The Arts Complex should be sited to relate directly to Harbour Green Park, the Civic Plaza, the Thurlow Plaza and Thurlow Street;
- (b) The waterfront walkway/bikeway system should form a continuous public route wrapping around the water side of the site and be lined with commercial or active components of the Arts Complex and proposed VCEC building; and
- (c) Buildings should help define the open space system in their massing and orientation. Building siting should reinforce an integrated network of places and routes, including the waterfront walkway/bikeway linking the Harbour Green waterfront park, the Civic Plaza and the street system above.

3.2 Building Orientation

Street grids and patterns which should be considered include the Canada Place/Cordova Street alignment (e.g., the Shaw Tower and proposed 201 Burrard Street hotel) and the Thurlow/Burrard Street alignment. In general:

- (a) The southerly face of the convention/exhibition centre building in sub-area 2 should be generally oriented to the Canada Place viaduct alignment, and its westerly face should be generally oriented to the Thurlow Street alignment;
- (b) The Arts Complex should respond to the Thurlow Plaza and adjacent shoreline configuration; and
- (c) Lower building elements should be oriented to adjacent streets and the shoreline.

3.3 Views

Figures 2 and 3 illustrate the principal public and private views across the site. Building siting should preserve the street-end view corridors identified in the ODP for Burrard and Thurlow Streets, noting the following:

- (a) For views from important public places including Portal Park, these should be retained unless it can be shown that an equal to or better situation results from proposed building massing;
(Note: Encroachment of particular massing elements of the Arts Complex into the Thurlow Street-end view corridor has been approved by Council. Any revision to the Arts Complex site or massing to meet the VCEC program should not increase and preferably should diminish this encroachment into the street-end view.)
- (b) Public view opportunities should be maximized from the Thurlow Plaza to the waterfront, harbour landmarks, Stanley Park, and the North Shore mountains; and
(Note: Any elements such as porte-cochere canopies should respect public views and be as transparent as possible.)
- (c) Should a potential Arts Complex reconfiguration further to the north be approved by the City, opportunities should be considered to open up public views to the west from the Canada Place viaduct taking advantage of the grade and visual transition to Harbour Green Park from the street.

Figure 2. Principal Street-end View Corridors

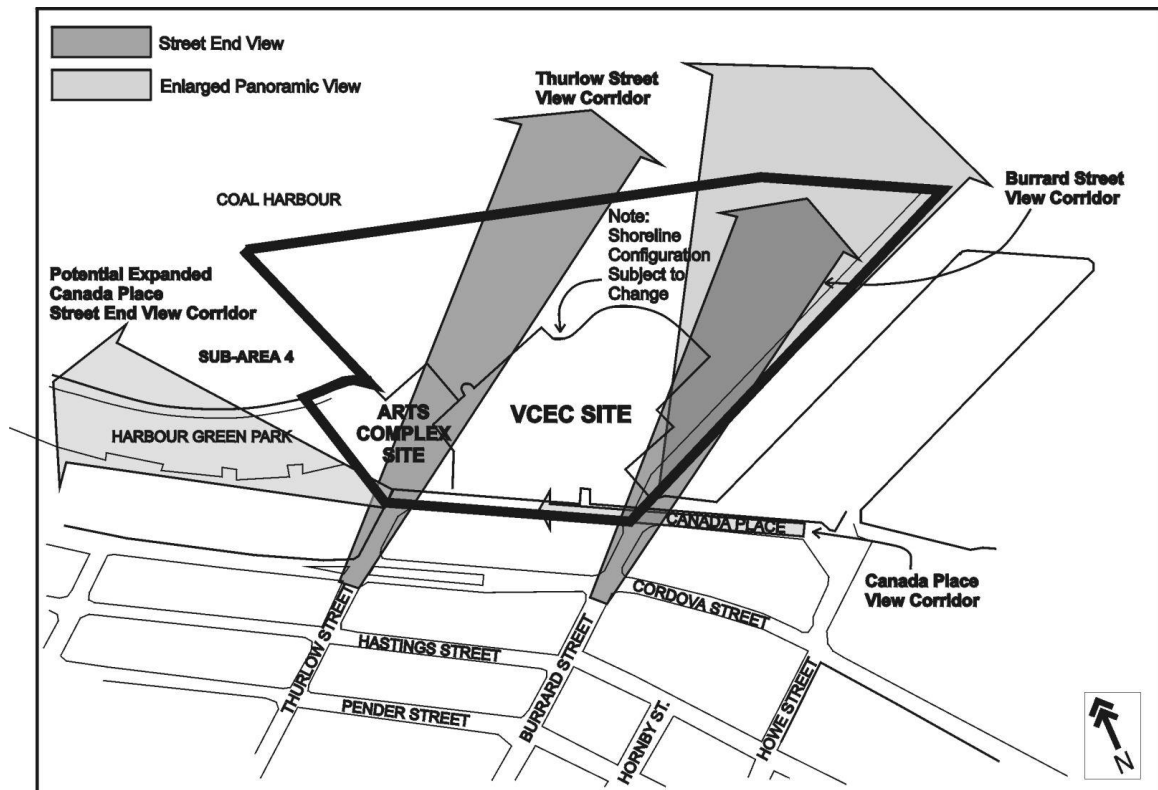
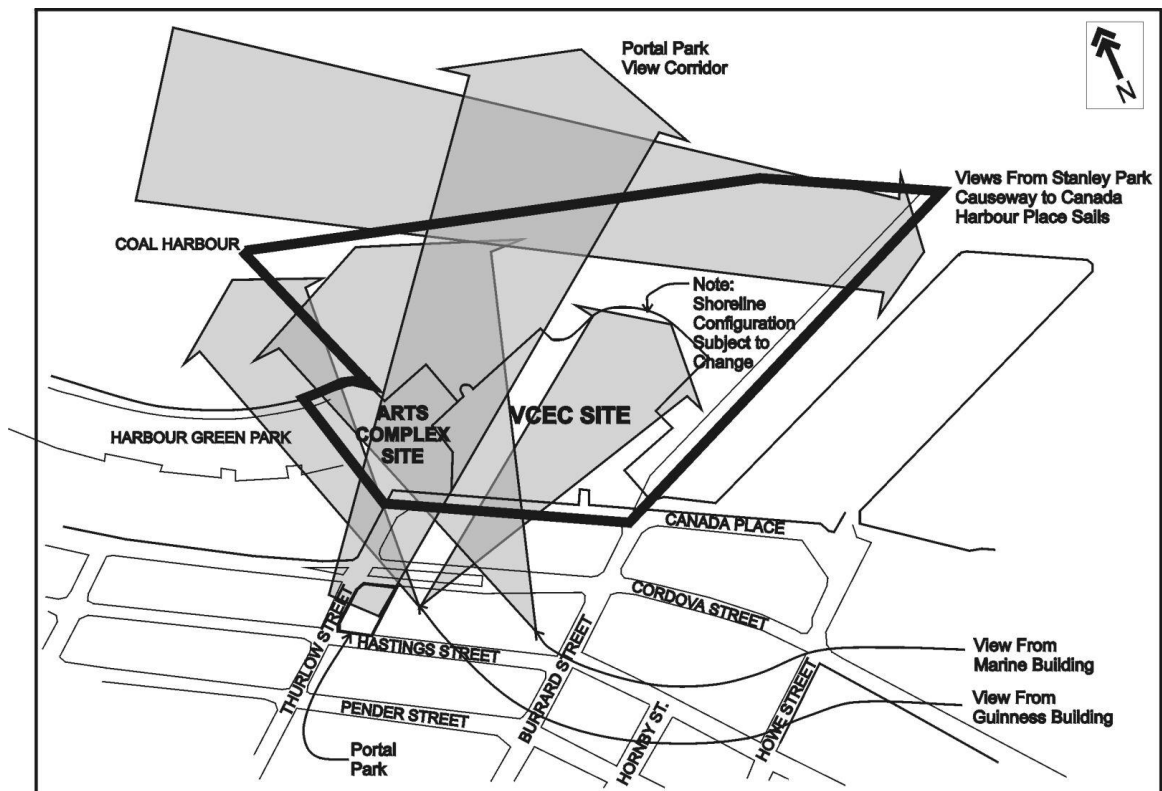


Figure 3. Public Open Space, Landmark and Private Views



3.4 Building Massing and Animation

3.4.1 Perimeter Pathway - Convention Centre and Arts Complex

To avoid the potential detrimental impacts of large, bulky buildings with exclusively inward-oriented activities on the city's urban waterfront, the extent of pedestrian-oriented animation to the public pathway system interface around the perimeter of the building should be maximized, with primary emphasis on the following active uses:

- (a) building program uses;
- (b) marine-oriented uses and services;
- (c) arts and cultural uses and services;
- (d) retail, restaurant, or service uses; and
- (e) specialty uses.

Where gaps between the above uses are unavoidable, as secondary treatment elements to provide pedestrian interest, consider the use of:

- (a) display features of public interest;
- (b) public art;
- (c) architectural design features;
- (d) landscaping; and
- (e) distinctive signage and banners.

For non-building program occupancies proposed along the northerly edge of the convention centre building adjacent to either lower or upper level pathways, minimum depths ranging between 6.0 m and 8.0 m should be provided to make these areas as flexible and commercially viable as possible, with the larger occupancies achieving at least the 8 m depth and located generally at the northeast and northwest corners of the building to assist in drawing pedestrians across the northerly frontage. (Note: Entry doors to active uses along the northerly frontage should be recessed into the building for safety where the bike path directly adjoins these areas.)

3.4.2 Thurlow and Civic Plazas

The westerly edge of the proposed convention centre building adjoining the Thurlow Plaza should be treated to ensure that a proposed main entry and lobby/registration functions are accessed from this side and contribute to animating the plaza. Additional access points may also be desirable.

Animating ancillary uses and commercial opportunities should be provided on both the VCEC and Arts Complex built edges of the plaza.

Active use(s) adjoining the Civic Plaza should be provided, to animate this important public open space and improve overlook and security.

3.4.3 Canada Place Frontage

The Canada Place viaduct frontage near Burrard Street should incorporate prominent active commercial uses at street level for pedestrian interest and animation. The remainder of this street frontage should consist of animating convention centre and commercial uses. Any parking entry proposed on this frontage should be carefully positioned and treated to minimize pedestrian disruption.

3.5 Architectural Expression, Details, Colours and Materials

3.5.1 Building Transparency

The public edges of the proposed VCEC and Arts Complex buildings should be treated to maximize the sense of transparency and to avoid a “black box” image on the waterfront and other edges. This should include:

- (a) exposing the northwest corner of the VCEC building in a prominent glazed feature allowing views from the waterfront pathway system into portions of the interior of the building;
- (b) extensive glazing along the principal public frontages of the convention centre building including the Thurlow Plaza, Canada Place viaduct, and extension of Burrard Street;
- (c) extensive glazing along the Civic Plaza, Thurlow Plaza and Harbour Green park frontages of the Arts Complex noting that there will be upper elevations which must be non-transparent (i.e., fly tower); and
- (d) visual links to internal building activities on other frontages wherever feasible.

3.5.2 Landmark Image

A visual image of landmark quality should be provided to the proposed buildings, as seen from Stanley Park, the northerly water approach, nearby public open spaces, and adjacent downtown buildings. This should:

- (a) consider for the proposed convention centre building the use of distinctively shaped roofs and materials that have a nautical character, reflect the unique characteristics of the Coal Harbour waterfront, and are complementary to the nearby Canada Place “sails”;
- (b) consider for the Arts Complex building the use of forms and materials that will distinguish it from the adjacent convention centre and commercial towers to provide a distinctive but complementary image; and
- (c) consider the use of generally light colours to the exterior cladding materials and clear, transparent glazing systems for the building. (Note: Dark or reflective glazing will not be considered.)

3.5.3 East Edge Treatment (Lower Level)

The east edge space below the upper pathway level should be treated comprehensively to provide an attractive, high quality inboard building facade that incorporates animating features and reinforces the nautical character of the foot of Burrard.

3.5.4 Pedestrian Weather Protection

Pedestrian weather protection should be provided around all public edges of the proposed buildings, in the form of highly transparent glazed canopies located at an appropriate position on the building facade to maximize their effectiveness. (Note: Canopy height above the pedestrian level should generally occur at a minimum height of 2.75 m and not exceed approximately 4 m to provide effective protection.)

The provision of weather protection features should also be considered at public lookout points, at the entrance port-cocheres, rest areas in open spaces, and adjacent to retail/service uses animating the Thurlow Plaza and other public edges.

3.6 Public Open Space

3.6.1 Thurlow Waterfront Plaza

A major public open space is required to meet open space requirements under the Official Development Plan and should be provided from the foot of Thurlow Street opening up prominently to the waterfront in a configuration and design that best achieves a highly usable, animated, safe, comfortable, and flexible public gathering space. This should:

- (a) have a strong sense of place and a “signature” quality that reflects Vancouver’s unique Coal Harbour waterfront setting and character;
- (b) provide an axial focal point at the foot of Thurlow Street adjacent to the waterfront that incorporates a nautical feature (e.g., “lighthouse” element or “beacon”);
- (c) provide a sense of arrival for pedestrians at the foot of Thurlow Street that signals a transition from the commercial downtown area to a major public place on the waterfront; and
- (d) allow within an overall organizing framework, for the open space to function as both a large gathering space and also at the more intimate scale.
(Note: Usable areas of public open space to meet ODP requirements consistent with principles approved by the City will need to be confirmed at the detailed design stage.)

3.6.2 Civic Plaza

A major civic, public performance and gathering space is required and should be provided adjacent to the Arts Complex and the waterfront in a configuration and design that best achieves a highly usable, comfortable, and flexible performance venue. Public seating may be integrated into the envisioned adjacent “grand” stair connecting the Thurlow Plaza to the waterfront walkway.

3.7 Public Access

3.7.1 Waterfront Connection to Burrard Street

A primary public promenade that further extends Vancouver’s world class waterfront walkway/bikeway system along the Coal Harbour waterfront is required. It should be provided adjacent to the water’s edge, be suitable for pedestrians, cyclists, and in-line skaters, and connect from the 3.5 m level of the water’s edge pathway at the northwesterly corner of the site (adjacent to Harbour Green Park) up to the foot of Burrard Street at the Canada Place viaduct elevation. This primary walkway/bikeway should be:

- (a) a separated, ramped system at least 12.0 m wide;
(Note: Additional width will be needed where access is required to adjoining active uses, with consideration given to cross traffic and the interface of active frontages with the pathway system—refer also to 3.4.1.)
- (b) a gradual transition (no switchbacks) with maximum grades of 5% and frequent level rest spaces at intervals depending on the grade; and

- (c) consistent with the design, dimensions, functions and finishes of the “Seaside Promenade” in Harbour Green Park immediately to the west.

3.7.2 Water Level Connection to Waterfront Road

A secondary public pathway should be provided at the 3.5 m lower level suitable for pedestrians, cyclists and in-line skaters from the northwesterly part of the site (approximately the foot of Thurlow Street) at the water’s edge to the foot of Burrard Street and the right-of-way known as Waterfront Road. This should be:

- (a) a shared system at least 6.0 m wide; and
(Note: Additional width may be needed for exiting, access to adjoining uses, or emergency/service vehicle access requirements.)
- (b) with at least 50% of its width open to the sky.

Consider opportunities for allowing natural light penetration to the lower level on the easterly side of the site.

Consideration should also be given to a floating dock system for pedestrian use along the eastern edge of the site that allows for a return loop from the easterly most extension of the lower pathway and which could accommodate temporary moorage of exhibit and/or charter vessels at the foot of Burrard Street.

3.7.3 Vertical (elevator) Connections (with provisions for disabled, cyclists)

A minimum of three (3) vertical access points for public use should be provided and maintained, to be located generally at the southeast, northeast, and northwest corners of the site with full access from adjacent public access routes and plazas. (Note: If substantial on-street parking is provided along the lower level road, an additional elevator connection at the southwest corner of the site may be required.) These connections should:

- (a) be carefully integrated with other building activities;
- (b) be easily identified through a high quality, directional signage program;
- (c) be highly transparent and visible from adjacent public spaces for safety and identity; and
- (d) have at least one elevator designed to accommodate cyclists.

(Note: Public vertical connections should not rely on Interior Arts Complex program areas.)

3.7.4 Waterfront Connections to the Thurlow Plaza

A gradual, convenient, and generous “grand steps” connection should be provided from the upper Thurlow Plaza to the lower walkway and Civic Plaza areas at the northwest part of the site. This should:

- (a) allow for the “grand steps” to be used as an outdoor performance and seating area for events in the Civic Plaza; and
- (b) incorporate a sequence of gracious terraces down to the water’s edge.

(Note: Additional site area extending into the harbour at the northwest corner of the site may be needed to maintain acceptable gradients, depending upon the extent to which the proposed upper Thurlow Plaza elevation can be lowered, and to achieve the necessary stage/plaza dimension for public performances and events in the Civic Plaza.)

Structural options should be fully demonstrated for lowering of the north half of the plaza structure to achieve a positive relationship between the Thurlow Plaza and the lower pathway level and Civic Plaza, and to improve water views, without compromising the Arts Complex building program, envelope and massing.

A secondary stair connection should be provided from the northeasterly side of the Thurlow Plaza that provides access to the lower level pathways and active and/or marine-related uses below.

3.7.5 Lower Level Access Road (Waterfront Road)

A suitably designed lower level access road is required and should be provided at the 3.5 m level, with consideration given to the following:

- (a) number of and width of lanes (with acceptable provisions to accommodate cyclists), alignment, radii;
- (b) urban design issues including appearance, lighting and security; and
- (c) safety and adequacy of crossing locations for parking access.

(Note: The lower level road must also make provisions for pedestrians with a sidewalk of acceptable width on, as a minimum, one side of the road.)

3.7.6 East Edge Access - Upper Level

Highly animated, primary pedestrian access should be provided and an extension of Burrard Street with limited vehicular access should be considered along with active retail uses lining the eastern upper level building frontage out to the seaplane terminal facility at the northeasterly waterlot area. This should consist of:

- (a) a generous sidewalk (at least 4 m in clear width) on the inboard side;
- (b) if vehicular access is provided, a maximum of two (2) traffic lanes plus some curbside parking on the inboard side; and
- (c) a primary “greenway” pathway at least 12.0 m wide on the outboard side (as in 3.7.1 above), including the extension of the separated bike/walkway network (with no compromise in width) to the Canada Place viaduct intersection. (Note: Consideration should also be given to expanding feature areas of the walkway to allow for harbour viewing and seating, and providing a gently curved alignment for the road and pathway system that reflects its waterfront location.)

3.7.7 East Edge Vehicular Access - Lower Level

A maximum two (2) lane access road should be provided at the lower 3.5 m level along the easterly edge of the site to service the proposed seaplane terminal facility and other marine-related uses located on the northerly side of the site. This road should be:

- (a) located inboard of the public pathway;
- (b) suitable for emergency vehicle ingress/egress;
- (c) have a minimum 12 m centreline radius traffic circle treated in a pedestrian- friendly manner at its northerly end; and
- (d) meet City emergency access and fire fighting requirements.

3.7.8 Thurlow Street Vehicular Access (Arts Complex and VCEC)

The provision of vehicular access on to a major public plaza area from the intersection of Canada Place viaduct and Thurlow Streets should be considered to provide front door drop-off for the Arts Complex and additional drop-off capabilities for the proposed VCEC building in the form of one (1) moving lane in each direction and additional drop-off provisions. This should:

- (a) be designed so as not to compromise the “signature” quality of the Thurlow Plaza and open space by minimizing the extent of the proposed vehicular cul-de-sac; and
- (b) provide generous “green” pedestrian corridors on either side of the vehicular area, to continue the direct pedestrian route from the downtown, with trees and landscaping aligned with the Thurlow Street sidewalks.

(Note: An access ramp may be provided to below grade parking, if plaza treatment quality and pedestrian environment is maintained.)

3.7.9 Harbour Green Park Connection from the Canada Place Viaduct

A wide stair and ramped connection should be provided to Harbour Green Park from the intersection of Canada Place viaduct and Thurlow Street on the southerly side of the proposed reconfigured Arts Complex without compromising the Arts Complex building program, envelope and massing.

(Note: A new street grade of 14.5 m has been recently approved at the southeast corner of the Canada Place viaduct and Thurlow Street, adjacent to the 298 Thurlow Street development site.)

3.7.10 SkyTrain/SeaBus/ Local transit/ Potential Rapid Transit Connections

A future attractive, generous, and convenient public connection should be allowed for to the SkyTrain and SeaBus terminal (Waterfront Station), local transit routes and stops along Canada Place viaduct and a potential North-South Rapid Transit terminal via the existing trade and convention centre at the approximate 9 m floor level, through a connection located on the north side of the existing Canada Place viaduct east of Burrard Street.

3.7.11 Other Pedestrian Mid-level Linkages

Pedestrian mid-level (9 m level) crossings/linkages should be allowed for from the VCEC to the Arts Complex, and from the VCEC to the hotel proposed to the south (201 Burrard Street) and to parkades.

3.8 Public Realm Treatment

3.8.1 Foot of Burrard Street

A distinctive, high quality treatment to the foot of Burrard Street should be provided that reflects its importance as a premier “ceremonial street” in the city and an important public access route to the Coal Harbour waterfront. This should:

- (a) include historical and/or nautical references in the design, and allow for the location of a significant public art feature visible down Burrard Street; and
- (b) allow for the continuity of proposed public realm treatment with the existing Canada Place complex to the east and its future potential retrofit.

(Note: The design should assume a future widening to 12.0 m of the pathway on the north side of the Canada Place viaduct east of Burrard Street—to at least the west side of the existing Canada Place Convention Centre—consistent with standards adopted for Burrard Landing and a continuation of the “Seaside Promenade” to the east.)

3.8.2 Street Edge Treatment

Generous sidewalks with a high quality treatment consistent with the adjacent Burrard Landing public realm standards should be provided (noting additional width to be achieved via rights-of-way and building setbacks) to accommodate anticipated pedestrian volumes. (Note: Along the north side of the Canada Place viaduct this should include a minimum 6.0 m clear sidewalk width between street trees, street furniture obstructions, and building projections. A full array of street trees should be provided along both sides of this frontage of the street/viaduct.)

On Canada Place between Burrard and Thurlow Streets, the number of curb cuts and vehicular crossings which will negatively impact the pedestrian movements should be minimized.

(Note: A maximum of two and preferably only one should be considered)

If a porte-cochere /drop-off is required, it should be limited to only the Thurlow / Canada Place viaduct intersection, with the pedestrian continuity maintained across this vehicular access.

Pedestrian crosswalks should be allowed for at the foot of Thurlow Street, the foot of Burrard Street, and mid-block, in coordination with the pedestrian link through the 201 Burrard development site.

3.8.3 Lower Level Road Treatment

The lower level access road should be designed for public use and not only as a loading and service area, with consideration given to the following:

- (a) number and width of lanes (with acceptable provisions to accommodate cyclists);
- (b) location of sidewalks and provisions to allow the safe passage of pedestrians;
- (c) urban design issues including appearance, lighting, and security; and
- (d) safety and adequacy of crossing locations for parking access.

3.9 Arts Complex

3.9.1 External Relationship

The Arts Complex building program should be organized to maximize functionality and opportunities to relate to adjacent outdoor uses in the Civic Plaza, Thurlow Plaza and Harbour Green Park.

3.9.2 Height and View Impact

The extent of any changes to the previously approved encroachments into the public view corridor that may be caused by the Arts Complex reconfiguration should be analysed with the objective of achieving an equal to or better situation regarding overall public views, including those from Portal Park and the Thurlow Street-end. (Note: The height of the proposed reconfigured Studio Theatre and Rehearsal Hall may extend above the plaza grade.)

3.9.3 Vehicular Access

Porte-cochere access to the theatre entrance should be allowed for from the proposed plaza cul-de-sac, with its location dependent upon the internal configurations.

The provision of an access ramp should also be considered to the proposed convention centre's underground parking from the plaza cul-de-sac.

Safe and pedestrian friendly sidewalks and bike lanes from the lower level road to the Arts Complex lower-level entrance should be allowed for, noting that the lower level road will be used both by trucks and by cyclists and pedestrians to access the Arts Complex stage door.

3.10 Marine-oriented Uses

3.10.1 Marine/Seaplane Terminal

A seaplane/marine terminal facility should be provided for, to be located on the waterlot adjacent to the northeasterly portion of the site. This should include:

- (a) locating any floats or fixed structure over the water proposed on the easterly side of the waterlot so that a minimum 99.0 m setback is provided from the west side of the Canada Harbour Place apron to the east for cruiseship access at the foot of Burrard Street (see also Figure 19 in the Burrard Landing CD-1 Guidelines);
- (b) locating any office or other support facilities related to the seaplane operation or other marine uses at the lower 3.5 m level inboard along the waterfront pathway;
- (c) together with full inboard animation being provided for the primary upper level pathway, consideration of the development of a two-storey floating or fixed terminal/restaurant structure over the water at the northeast corner of the site, provided this does not impact approved public views (Note: The massing of any such structure should be minimized and in any case should not exceed an elevation level of 14.0 m geodetic, to preserve public views from the foot of Burrard Street and from the waterfront pathway system);
- (d) consideration of incorporating limited charter boat moorage at the westerly side of the marine terminal, with public access provided for harbour tours; and
- (e) except for the potential floating dock at the foot of Burrard Street as noted in section 3.7.2 above, allowing temporary moorage only adjacent to the Civic Plaza. (Note: It may be desirable to moor a stage barge adjacent to the Plaza for larger performance events.)

3.10.2 Pedestrian Ferry Service

The option for a small scale pedestrian ferry service dock should be allowed for on the northwesterly portion of the site, generally located adjacent to the Civic Plaza.

3.11 Parking and Loading

3.11.1 Access to the Arts Complex on-site (staff) parking should be provided from the convention centre parking levels and access ramps.

3.11.2 A parking access scheme should be developed which provides safe and efficient ingress and egress to parking areas, and ensures that the required number of parking stalls are made available for the VCEC expansion, the Arts Complex, and the Seaplane Terminal.

3.11.3 Parking areas located at the lower levels on the easterly side of the building should be attractively treated and screened with animating features to address the view from the lower level public pathway and nearby public areas including the existing Canada Place promenades.

3.11.4 Traffic management plans (for the VCEC expansion, the Arts Complex and the Seaplane Terminal) considering buses, trucks, taxis, and private vehicles should be developed which address the following:

- (a) loading/queuing/storage should be located away from principal pedestrian circulation routes;
- (b) all truck traffic and deliveries should take advantage of the existing truck routes;
- (c) all manoeuvring and loading should take place on-site without the need to back up onto City Street;
- (d) all bus activity (including hotel shuttles, convention tours, Arts Complex demands, and Seaplane Terminal demands) should be addressed in a Bus Management Plan with consideration given to the approved recommendations of the City's Bus Impact Task Force; and
- (e) taxi pickup, drop off, and queuing, which should be located and managed in a way that minimizes congestion without detriment to the public realm.

3.12 Safety and Security (CPTED)

Notwithstanding all sections of the Guidelines, the principles of Crime Prevention Through Environmental Design (CPTED) should be followed for all aspects of design and planning, having particular regard for:

- (a) maximizing continuous active uses adjoining the perimeter seawalk with minimal overhanging deck areas (weather protection should be provided by glazed canopies);
- (b) maximizing the visible connection between the Waterfront Plaza and the streets (corner of Thurlow and Canada Place Way) through increased width between the buildings and low landscape features;
- (c) defining the program activities of the Waterfront Plaza and clarifying jurisdiction for maintenance;
- (d) where skateboarding facilities are not programmed, the planters, handrails, steps and other landscape features should be treated to reduce opportunities for skateboarding;
- (e) considering the design of all under-deck areas as important public and private spaces similar to above deck areas through definition and sense of ownership;
- (f) allowing emergency vehicle access (police) to plaza and seawalk areas; and
- (g) ensuring furnishings and landscape features are resistant to vandalism while maintaining important design features.

Appendix A - Massing for Other Development Scenarios

Should the current VCEC proposal for the site not proceed, and an alternate commercial development be proposed, its massing should address the following urban design concerns as reflected in the Burrard Landing CD-1 Guidelines:

- (a) a transition in scale and height should be provided down to the water's edge that minimizes shadowing impacts on adjacent public open space/ waterfront pathways;
- (b) City-approved public view corridors should be complied with and impacts minimized on other high priority private views designated in the guidelines, including those from the Marine Building and Guinness Tower;
- (c) the major portion of the building massing should be located towards the easterly Burrard Street side of the site adjacent to Canada Place, generally within the envelope containing the remaining office tower 2C and the hotel tower proposed on the waterfront parcel;
- (d) the major portion of the public open space should be located towards the westerly Thurlow Street side of the site adjacent to the proposed Arts Complex, Harbour Green Park, and the waterfront pathway;
- (e) tower height should be limited on the southerly portion of the site adjacent to Canada Place to a maximum of 92.0 m (Note: This may be increased to a maximum of 99.0 m subject to certain urban design criteria being met as allowed under Section 7.1 of the CD-1 zoning);
- (f) should there be a second tower proposed for the site located further to the north towards the water's edge, its height should be limited to the current height maximum of 65.0 m for the proposed hotel shown in the guidelines on the waterfront parcel, and a terracing down in height should be provided towards the adjacent public pathway and water's edge; and
- (g) the Arts Complex site (Lot 24) program and massing should be respected.

If the current VCEC proposal does not proceed on this site, any new development proposal for this site should ensure that views downward to the water from the Thurlow Street-end are maintained, with consideration given to the following:

- (a) for the proposed public open space at the foot of Thurlow Street, this should be designed as a generous, gracious, terraced area gradually leading down to the waterfront pathway, with pedestrian views from the foot of Thurlow Street expanding down to the water's edge.