



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

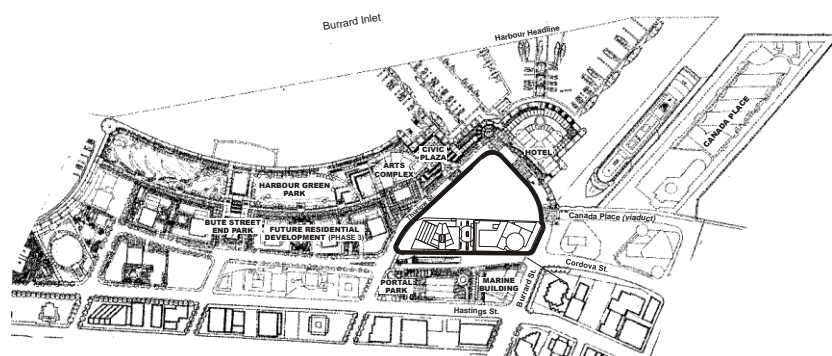
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## **BURRARD LANDING (201 BURRARD STREET) CD-1 GUIDELINES**

*Adopted by City Council November 26, 1996*

*Amended December 4, 2001 and April 23, 2024*



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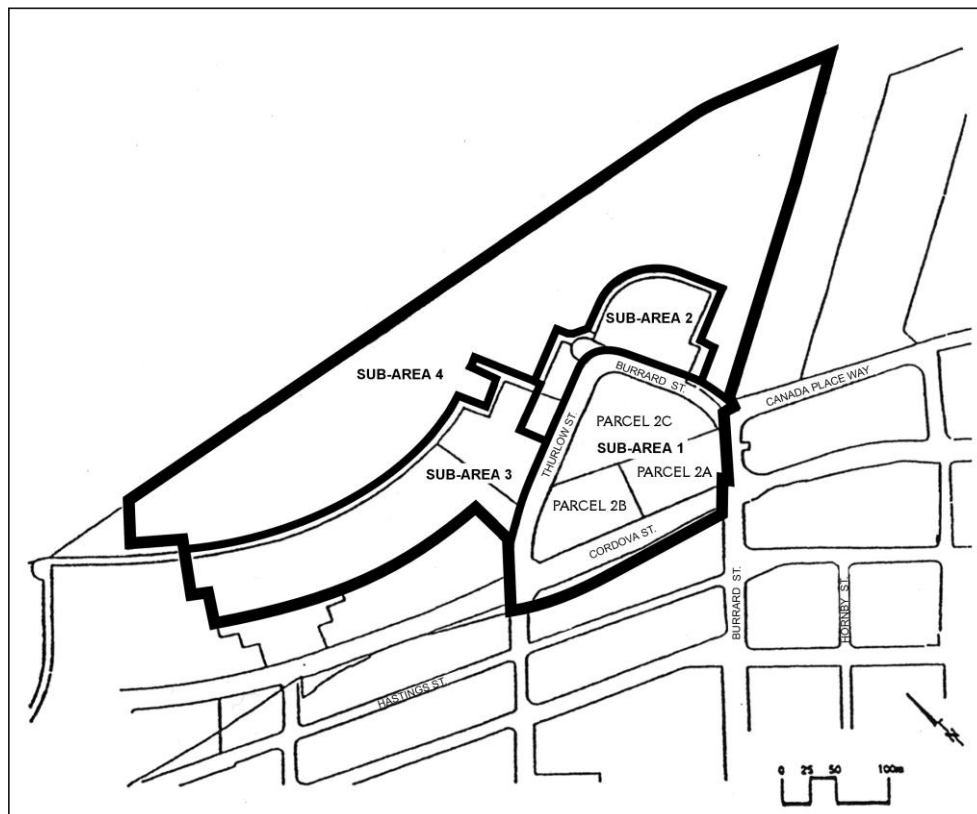
## 1 Application and Intent

These guidelines should be used in conjunction with the Burrard Landing CD-1 By-laws and the attached rezoning design development conditions to guide development of this section of Coal Harbour, and to ensure the design of individual development is compatible with the overall design concept for Burrard Landing and development on adjacent lands. Limited variations may be considered where they improve the overall design. As well as assisting the development permit applicant, the guidelines will be used by City staff in the evaluation of proposed developments. Applicants should also refer to the City's Coal Harbour shoreline treatment and pedestrian/bicycle system concepts, the Coal Harbour Arts Complex Feasibility Study and the Council-adopted "Plaza Design Guidelines".

The location of buildings and open spaces should generally be as illustrated in the schematic development appended to these guidelines which illustrates one building siting layout conforming to these guidelines.

The site comprises approximately 17 ha of land and water area. It is bounded by the waterfront park and the Marina Neighbourhood development area to the west, Burrard Street to the east, Cordova Street to the south and the harbour headline to the north.

Figure 1. Burrard Landing Boundary



## 2 Organizing Principles

The site is organized around extensions and completions of Burrard Street, Cordova Street and Thurlow Street. Burrard Landing is also a focus for cultural and recreational facilities in the downtown area, including a Civic Arts Complex, public plazas and a waterfront park and walkway.

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) Integrating the development with the city by extending adjacent downtown street grids, land use and built form patterns;

- (c) Creating distinctive and lively public places linked along the water's edge by a pedestrian walkway system;
- (d) Acknowledging and respecting the existing neighbourhood so that neighbouring buildings and plazas are visually and physically integrated into the development plan;
- (e) Building on the waterfront setting, by retaining a sense of the natural escarpment edge and those waterfront uses contributing to a special character;
- (f) Creating a local street system that serves the site but discourages through traffic;
- (g) Using streets as an organizing device by orienting towers to appropriate street grids;
- (h) Lining streets at key locations with street base buildings containing pedestrian-oriented uses which provide interest and security;
- (i) Using the change in elevation from the downtown to the water's edge to create a sense of place and strong identity; and
- (j) 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**

The location of buildings and open spaces should generally be as illustrated in the form of development approved in principle by Council and described below. Limited variations in the setback of buildings from streets and open spaces may be considered where they improve public enjoyment of the spaces. General siting considerations include the following:

- (a) Along Burrard, Cordova and Thurlow Streets, low-rise street base elements should form a generally consistent street enclosure and relate in scale to neighbouring buildings;
- (b) Intermittent openings should be provided in the street base to provide visual and physical access to the open space system and the waterfront beyond;
- (c) The Arts Complex should be sited to relate directly to Harbour Green Park, the Civic Plaza and Thurlow Street;
- (d) The waterfront walkway should be lined with commercial space or active components of the Arts Complex and hotel, and located as close to the water as possible; and
- (e) 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 linking the waterfront park, the Civic Plaza and the streets above.

#### **3.2 Building Orientation**

Street grids and patterns which should be considered include the Burrard Street alignment (e.g. the Marine Building street base), the Hastings/Cordova Street alignment (e.g. the Guinness Building) and the Canada Harbour Place alignment. In general:

- (a) The Hotel or Office tower on Parcel 2A should be generally oriented to the Burrard Street alignment and the Live/work and Office tower on Parcel 2B should be generally oriented to the Hastings/Cordova Street alignment;
- (b) Lower building elements should be oriented to adjacent streets and the shoreline; and
- (c) The Arts Complex should respond to the radial orientation proposed for buildings lining the waterfront park.

#### **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) The massing of the Arts Complex should ensure that the fly tower is outside the Thurlow Street-end view corridor and that intrusions of lower building elements into the view corridor are minimized;
- (b) The tower zone of Parcel 2B should be sited to maximize the views to and from the Marine Building and to preserve the Thurlow Street End View Corridor and the Portal Park View Corridor; and

- (c) The lower “shoulder” portions of the hotel and office towers may penetrate the views to and from the Marine and Guinness Buildings and Canada Harbour Place up to a maximum of 6 storeys.

**Figure 2. Principal Street-end View Corridors**

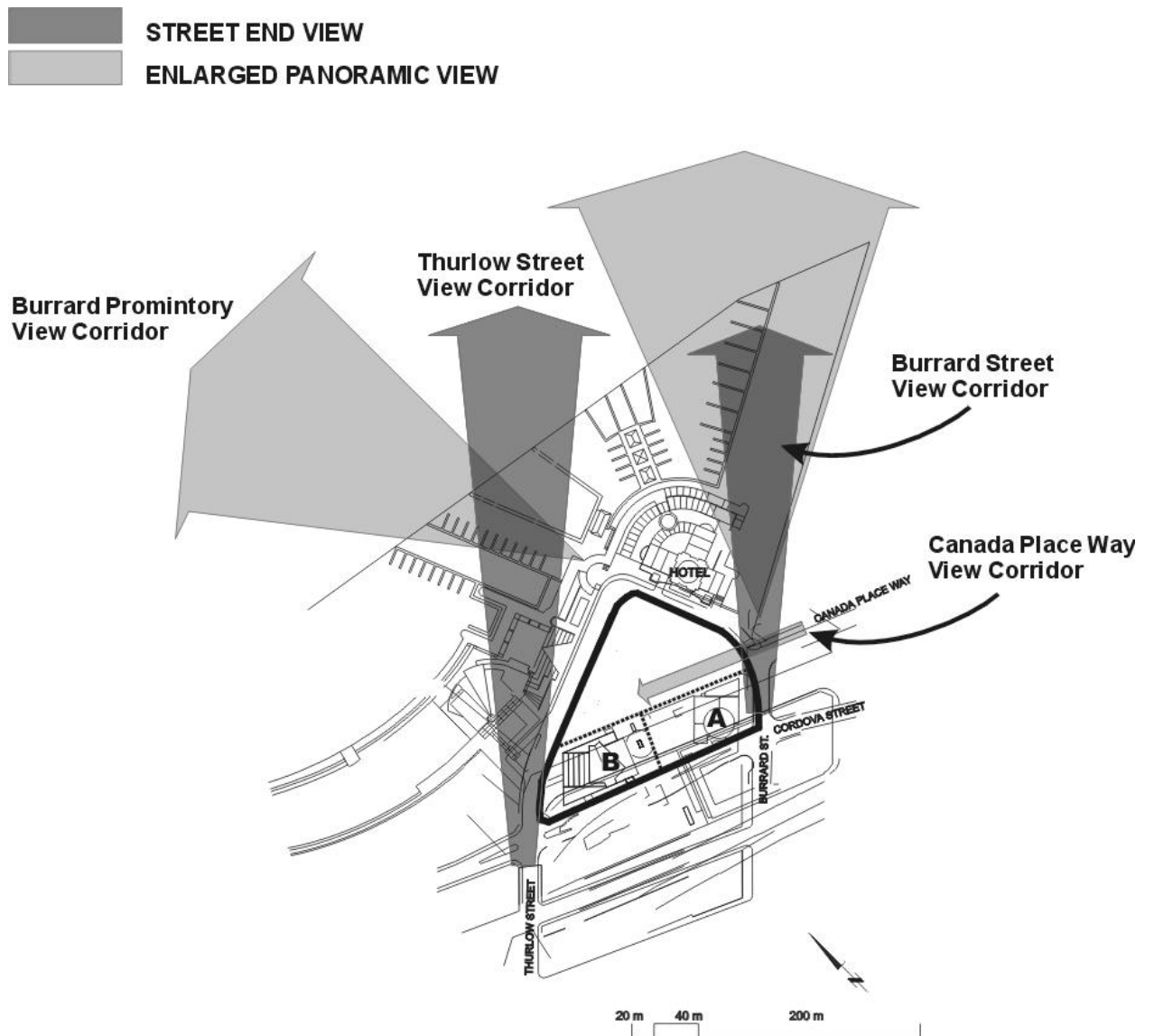
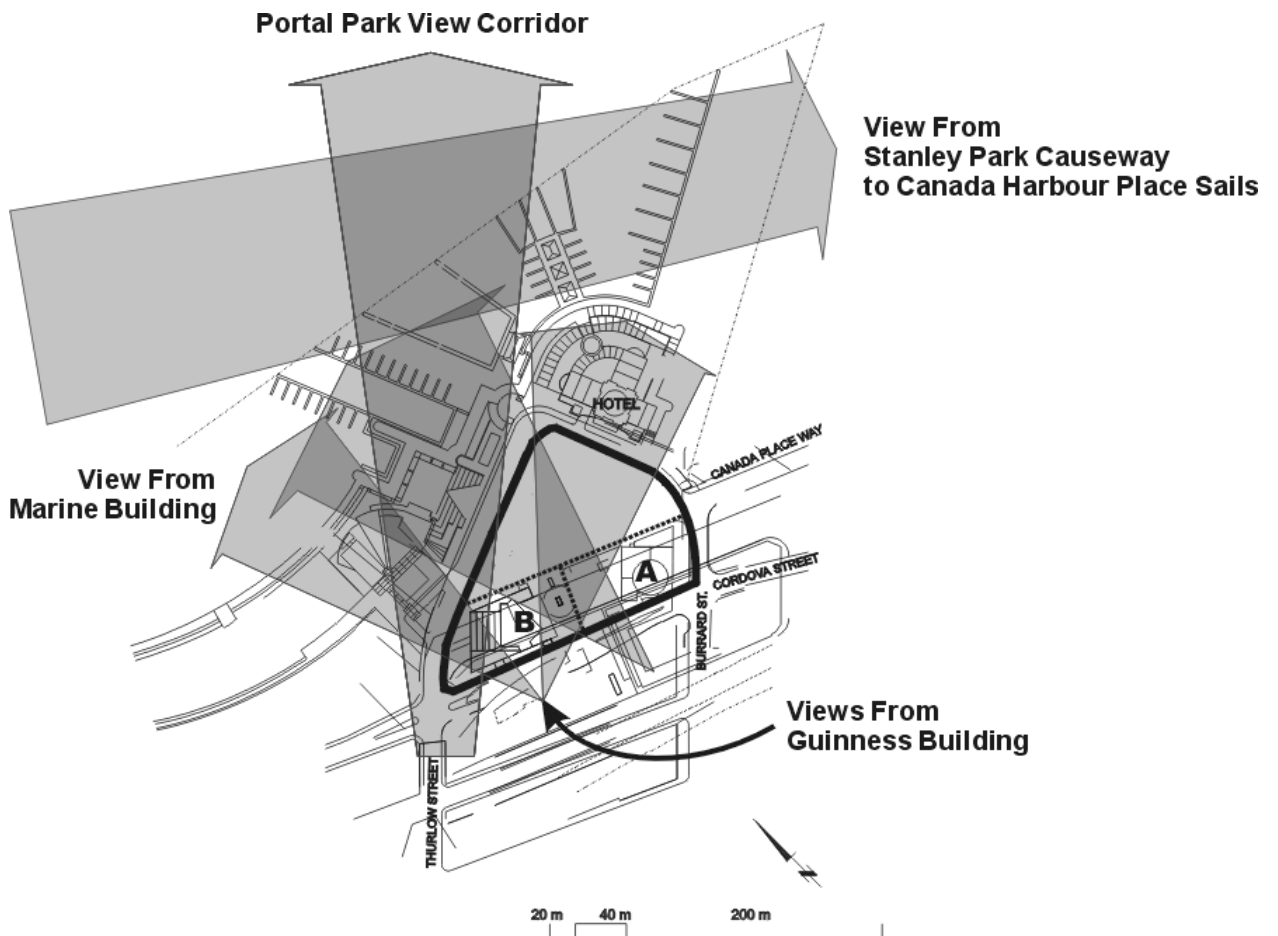


Figure 3. Public Open Space, Landmark and Private Views



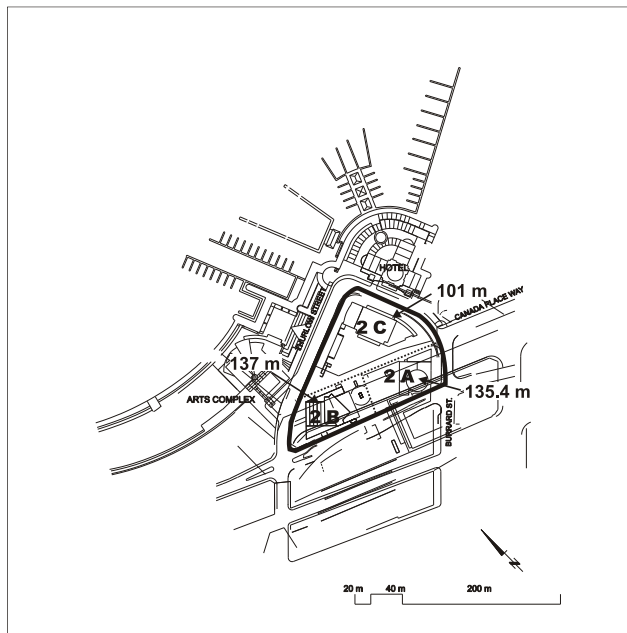
### 3.4 Massing Controls

#### 3.4.1 Height

Maximum building heights have been established in response to several factors, including street-end views, the provision of sunlight to public places at grade level and the overall configuration of the Burrard Landing skyline as seen against the downtown background.

Maximum building heights as measured above the base surface, excluding sloping, nonhabitable roofs, mechanical services and architectural appurtenances, should not exceed those outlined in Figure 4.

Figure 4. Maximum Tower Heights (in metres)



### 3.4.2 Vertical Massing Zones

Office towers should be generally divided into three massing zones:

- (a) A **street base zone** comprising the lower 2-6 storeys should generally define the streets and plazas, with particular regard to the following:
  - (i) To provide street definition the street base should have a strong, legible frame;
  - (ii) Periodic openings and articulation of the building face should be provided to break down the scale and provide public views and access through to plazas;
  - (iii) These building elements will form part of the streetscape and are important to the public realm and pedestrian character of the streets. Changes in material and fenestration, scale and cornice lines should be used to achieve a comfortable pedestrian scale consistent with a commercial environment. High quality, decorative detailing and lighting should be used to enhance the “close up” view for the pedestrian;
  - (iv) Commercial uses should generally be at grade and have direct pedestrian access. Display windows, signage and individualized tenancy design should be used to enhance pedestrian interest and diversity; and
  - (v) A strong horizontal line such as a parapet or cornice should be expressed at the roofline of the street base. Where building stepping is called for, the first step should occur at the cornice line, except where more significant steps are referenced in the precinct guidelines. This step back should be used to create a strong horizontal edge with terraces or landscaped roof areas.
- (b) A **tower zone** comprising most of the building mass should read as a coherent structure while accommodating shaping and material refinements as follows:
  - (i) The individual expression of each tower should incorporate distinctive architectural elements and treatment to achieve diversity and interest;
  - (ii) Towers should be compatible with the street base elements;
  - (iii) The upper portions of the towers should be sculpted and stepped to reduce building bulk as height increases;
  - (iv) Tower 2A should have a maximum floorplate of 1 470 m<sup>2</sup>. Above 105 m in height, its floorplate should not exceed 1 270 m<sup>2</sup>;
  - (v) Tower 2B should have a maximum floorplate of 1 440 m<sup>2</sup> for the Office floors, excluding the lower stepped floors, and 910 m<sup>2</sup> for the Live/Work floors; and
  - (vi) Above 35.0 m, tower 2C should have a maximum floorplate of 1 500 m<sup>2</sup>. Below 35.0 m the floorplate would be increased incrementally to permit legible steps down to the street base on Thurlow Street.

The floorplate maximums should include all interior floor space. The actual building dimensions will need to be resolved through the development application process on the basis of detailed analysis by the applicant pertaining to such matters as the impact of massing on siting, views, shadowing, etc.

- (c) The tower top zone should be stepped and articulated to express the building's individual identity, with particular regard to the following:
  - (i) Changes in massing, fenestration and/or shape and materials may all be used to emphasize the top of each tower. Generally, the top should step back, however portions could remain flush with the massing below, provided that different materials or architectural detailing emphasize the tower top as a special zone;
  - (ii) Tower tops should complement rather than dominate the architecture and be integrated with the architecture rather than appear as applied caps; and
  - (iii) Mechanical elements above habitable levels should be integrated into the tower top.

The hotel massing in sub-area 2 should express a more residential character, reflecting its function. The building should be terraced and should step up from the water in minimum 3-storey increments to minimize impacts on views of the Canada Place sails from the west. As well, the hotel should be massed to minimize shadowing of the waterfront walkway and views from adjacent buildings.

Where the hotel in sub-area 2 expresses itself as a tower, the floorplate should not exceed 900 m<sup>2</sup> including all interior floor space.

### **3.5 Architectural Expression, Details, Colours and Materials**

#### **3.5.1 General**

The street base zone should be designed to create safe urban places that provide pedestrian interest and reflect a commercial waterfront character. Buildings should be finely detailed and treated to be attractive to pedestrians, especially at street level. Building mass above the street base may have a different architectural expression, but should reflect some of the treatment, details and materials of the street base.

Grade level commercial uses should present a pedestrian scale and image in treatment and detailing. Retail uses should incorporate display windows, lighting, and outdoor display. Weather protection should be provided on all commercial frontages, consistent with the Council-adopted "Weather Protection Guidelines".

Public spaces should be designed to promote pedestrian interest and security. Consideration should be given to incorporating historical patterns and recollections. These could form part of the public art contribution.

#### **3.5.2 Materials**

At the lower levels, strong brick, stone, masonry or concrete frames should be expressed. At street level, a more detailed architectural treatment should be provided. Metal and glass should be used as infill materials.

A consistent palette of materials should be used in each development. Tower and tower top materials may differ from street base materials, however there should be a compatible transition between them. The upper levels of towers may have a lighter frame expression with increased glazing.

Commercial frontages at the waterfront should express a more nautical character in their selection of materials, details and colours.

#### **3.5.3 Colours**

Throughout the site, the brightness associated with the shoreline setting should be expressed in the soft, light and subtle colours of the walls of buildings and an intensity of accents and trims.



Large areas of dark and/or reflective glass should be discouraged, and where used, should be limited to architectural features.

#### 3.5.4 Roofs

Elements such as roof gardens and roof decks should be provided to enhance the visual interest of the buildings and the usability of roofs, and to be attractive when viewed from above.

Flat gravel roofs without colour, planting or functional relief should be avoided where visible from spaces above.

Vents, mechanical rooms and equipment and elevator penthouses should be integrated with the architectural treatment of the roof or be screened with materials and finishes compatible with the building.

#### 3.5.5 Balconies

Where provided, balconies should be designed as integral parts of the buildings, not “tacked on”.

#### 3.5.6 Awnings, Canopies, Entries and Facades

In conformance with the Council-adopted “Weather Protection Guidelines”, continuous weather protection is required along all building frontages including Burrard, Cordova and Thurlow Streets, and surrounding the Commercial Plaza. These should have a minimum depth of 1.5 m to permit outdoor displays, as well as to protect the walking space. In addition, weather protection features are encouraged in non-landscaped areas where the public might congregate, including around the hotel, along the commercial area on the waterfront walkway, and around the Arts Complex between the Civic Plaza and the Thurlow Street drop-off.

#### 3.5.7 Lighting

Particular attention should be paid to outdoor lighting with a hierarchy of fixture types designed according to functional needs and maritime character. Safety and security are primary considerations, especially in the lower street system. Special architectural lighting of the major building facades should be considered.

The hierarchy includes high level, pedestrian level and bollard type lighting in plazas, stairways and seating areas. Particular care should be taken in integrating lighting in the development sites with public realm lighting, such as along the waterfront walkway. Lamp types should be selected to create a warm spectrum of lighting.

### 3.6 Public Realm Treatment

#### 3.6.1 Role of Urban Landscape

The landscape should be a major factor in making Burrard Landing a healthy and environmentally responsive development, including:

- (a) Extensive use of soft landscape materials, particularly trees, which should be of sufficient size to create a reasonable impact when planted;
- (b) The use of permeable materials and natural drainage processes where possible;
- (c) The incorporation of seasonal and coniferous planting;
- (d) The avoidance of planting only one species except in special circumstances; and
- (e) The use of successional planting.

In the public realm, the landscape should be used to integrate Burrard Landing with the downtown and to emphasize Vancouver’s image as a ‘green’ city. The landscape should be used as a unifying element, linking areas of the development with adjacent streetscapes.

#### 3.6.2 Parks and Open Spaces

Parks and public open spaces should be designed to:

- (a) Provide safe and secure public linkages through the development from the downtown to the waterfront;
- (b) Provide for the active and passive recreational needs of workers and visitors;
- (c) Have strongly defined access points, edges and grade changes to provide a clear sense of each space and clearly distinguish between public and other open space;
- (d) Ensure safety and security through the provision of visual supervision from surrounding areas and the use of appropriate materials and equipment;
- (e) Reference the area's marine history and heritage of rail and waterfront industry, as well as the natural context of succession, habitat and shore processes;
- (f) Conform to the Council-adopted "Plaza Design Guidelines";
- (g) Allow for both formal and informal performances and events around the Arts Complex, in the waterfront park and in the Civic and Commercial Plazas; and
- (h) Maximize opportunities for public viewing of the water and marina activities.

### 3.6.3 Streets, Sidewalks and Walkways

The character of streets in Burrard Landing will emphasize the special character of this development at the water's edge of downtown. Service agreements between the City and the developer will specify the details, types and locations of sidewalk and crosswalk treatments, street trees, furniture and lighting. Development on private parcels should respond to approved street designs.

Special treatments should be considered for Thurlow Street and Burrard Street between the street-end and the promontory, to create a distinctive public realm character for these two important public spaces. Special treatment should also be given to a possible future Canada Place (Viaduct) extension between Thurlow and Burrard Streets to create a distinctive public realm character. The detailed design will be finalized by the City and the developer prior to enactment of the Burrard Landing zoning.

The treatment of publicly accessible private spaces should include single and double rows of street trees underplanted with shrubs, ground cover or lawn, where appropriate. The design of planters, lights, benches, trash receptacles and choice of surfacing materials should be coordinated with treatment of city streets and sidewalks. Care should be taken to ensure that adequate soil depth and irrigation are provided for all street trees.

The waterfront walkway should be extended through Burrard Landing. Provision should be made for shared and separated pedestrian and bicycle paths, consistent with the Council-approved plan.

The lower level street system should be designed for public use and not only as a parking and service area. The streets should have curbs, sidewalks and be brightly lit. Pedestrian interest should be provided through detailing and patterning of materials, and provision of display windows, where appropriate. Untreated facades and areas of concealment should be avoided. Clear signage should be provided for cyclists and pedestrians.

## 3.7 Disabled Access

The pedestrian system, public open spaces, private walkways and principal entrances of all buildings should be accessible to the disabled.

As shown in Figure 18, public elevators should be provided at the foot of Thurlow Street to connect the Burrard Promontory with the waterfront walkway, and adjacent to the Arts Complex to connect Thurlow Street to the Arts Complex entrances off the Civic Plaza.

## 3.8 Parking and Loading Access

Parking entrances should be integrated into the buildings where possible and designed as points of arrival, with appropriate landscaping and architectural treatment, and be accessed from the upper level street system.

Garbage storage and collection as well as loading and short-term parking should be located in service areas off-street, accessed from the lower level street system.

### 3.9 Public Art

The public art contribution for Burrard Landing should comply with the City's Public Art Program policy requirements. While not limited to the following, preferred sites for public art could include the Burrard Street-end, the Thurlow Plaza and Civic Plazas, and the Burrard Promontory. Possible street locations will be determined in consultation with the City Engineer.

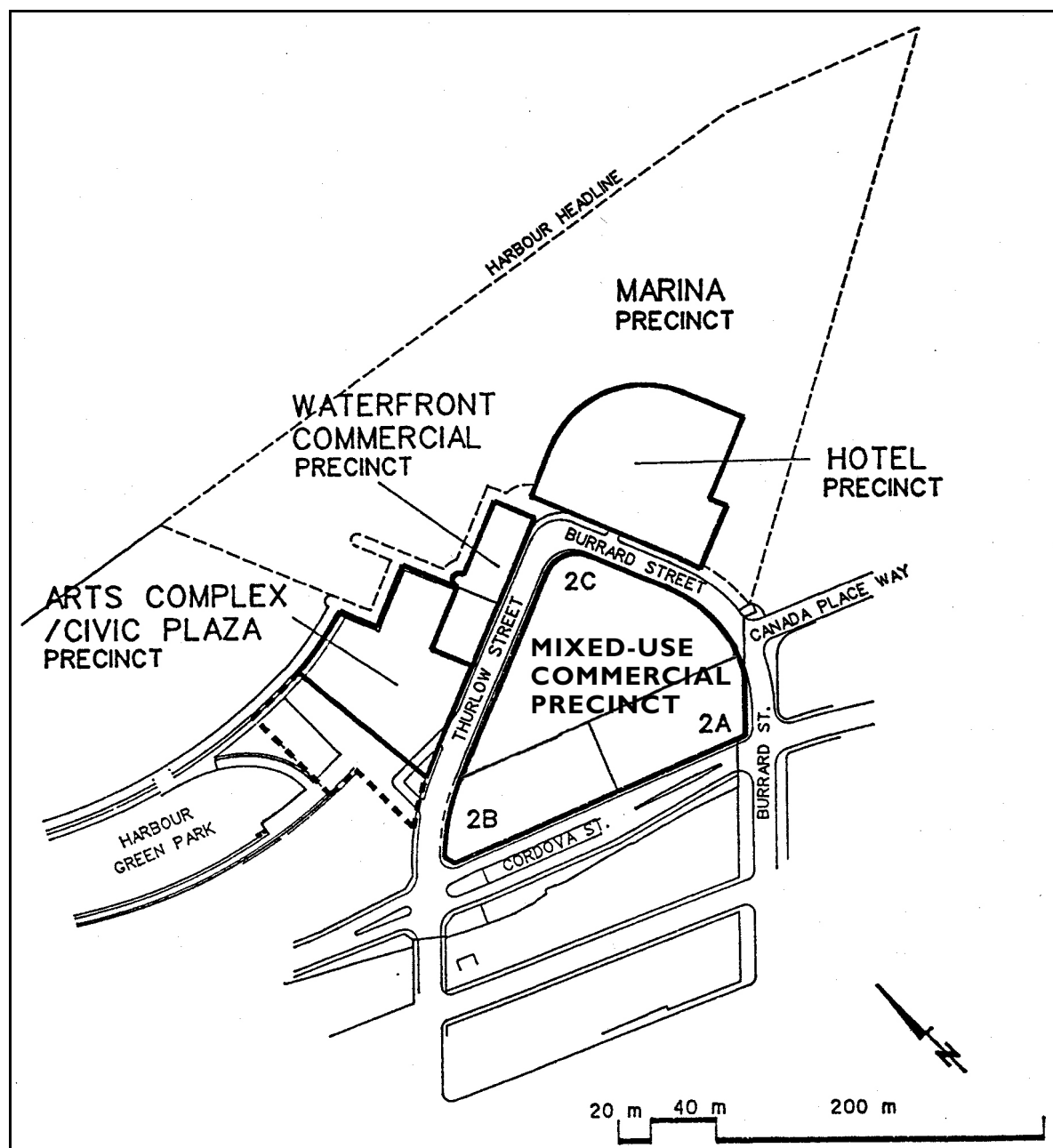
### 3.10 Recycling

Provisions for recycling should be provided for each development.

## 4 Precinct Guidelines

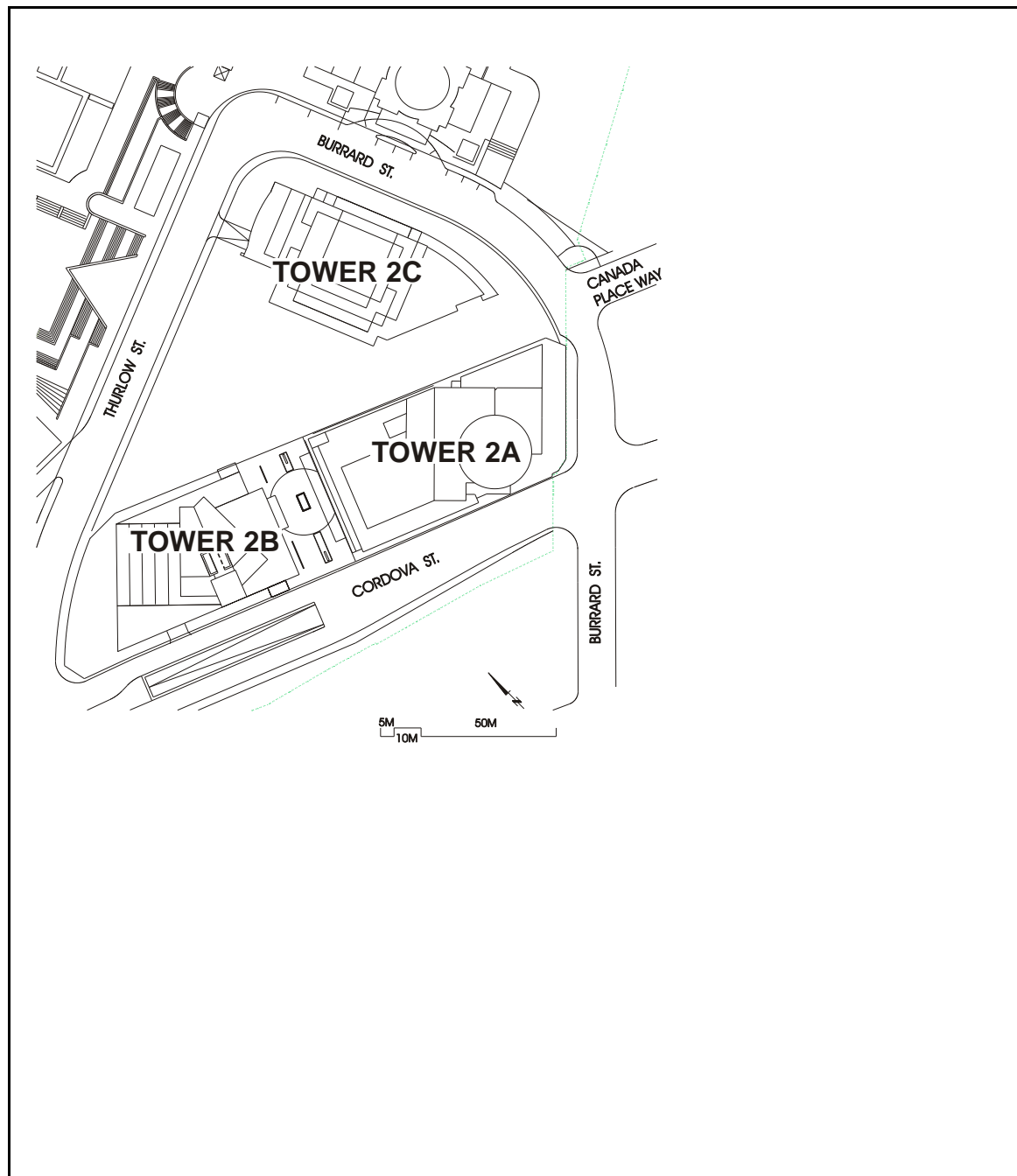
The following guidelines apply to specific development precincts in Burrard Landing, as illustrated in Figure 5. The form of development will be finalized through the development application process, with reference to the schematic development attached to these guidelines.

Figure 5. Precinct Plan



## 4.1 The Mixed-Use Commercial Precinct

Figure 6. Office/Commercial Plaza Precinct Plan



The two upland towers and the tower on Parcel 2C represent the major development component in Burrard Landing. Together with Burrard and Thurlow Streets, this precinct extends the Central Business District, the escarpment edge, and public access to the water's edge.

### 4.1.1 General Principles

- (a) The individual expression of each tower should incorporate distinctive architectural elements and treatment to achieve diversity and interest.
- (b) The grade-level of each office tower should contain commercial space and lobby entrances to provide pedestrian interest along all streets and walkways. Opportunities for outdoor

seating and display should be maximized, provided that due consideration is given to pedestrian circulation.

- (c) Along Cordova Street and north property line [possible future Canada Place (Viaduct) extension] and Canada Place (Viaduct), the street base should generally be set back 4.8 m from the curb.
- (d) Each tower should have its principal parking access from the upper level street system and the entrance should be integrated into the building face. Additional parking access may be provided from the lower level street system.

#### 4.1.2 Parcel 2A Guidelines

Development of this parcel should generally conform to the building envelopes outlined in Figures 7 and 8, with particular regard to the following:

- (a) The street base zone of Burrard Street should have a minimum height of 3 storeys and 13.5 m. The street base zone on Burrard should be set back 9.0 m from the property line to preserve the Burrard Street-end view corridor, as defined in Figure 2. Continuous weather protection should be provided with canopies or building overhangs, and street trees can occur within the property.
- (b) The street base zone on Cordova Street and north property line [possible future Canada Place (Viaduct) extension] should generally be set back 4.8 m from the curb line. Continuous weather protection should be provided around the street base, either with canopies or building overhangs. The upper floors of the podium and tower may project beyond the setback.
- (c) The street base zone adjacent to the arrival plaza on Parcel 2B to the west should be set back 4.0 m to allow for vehicular drop-off and pedestrian access from Cordova Street through to the possible future Canada Place (Viaduct) extension.

Figure 7. Parcel 2A Street Base Zone

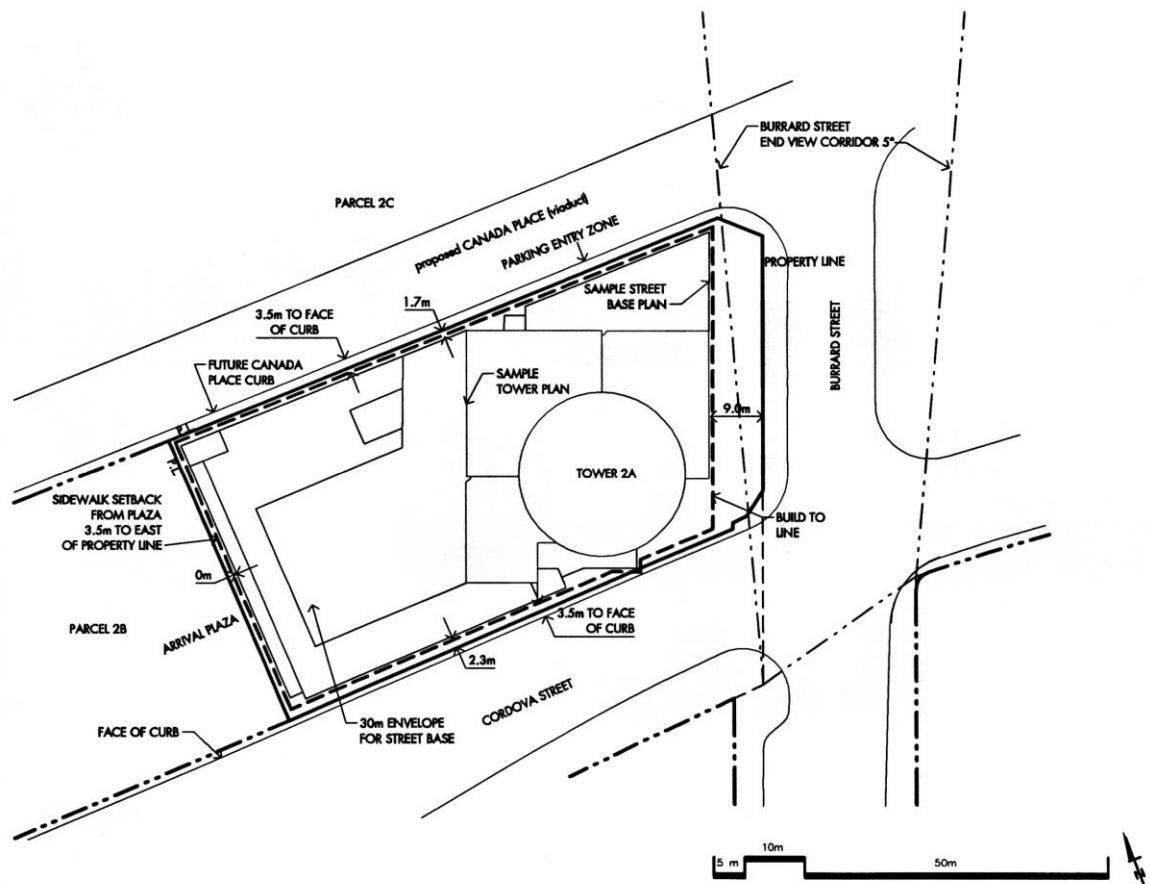


FIG.7 PARCEL 2A STREET BASE ZONE

Figure 8. Tower Base Zone

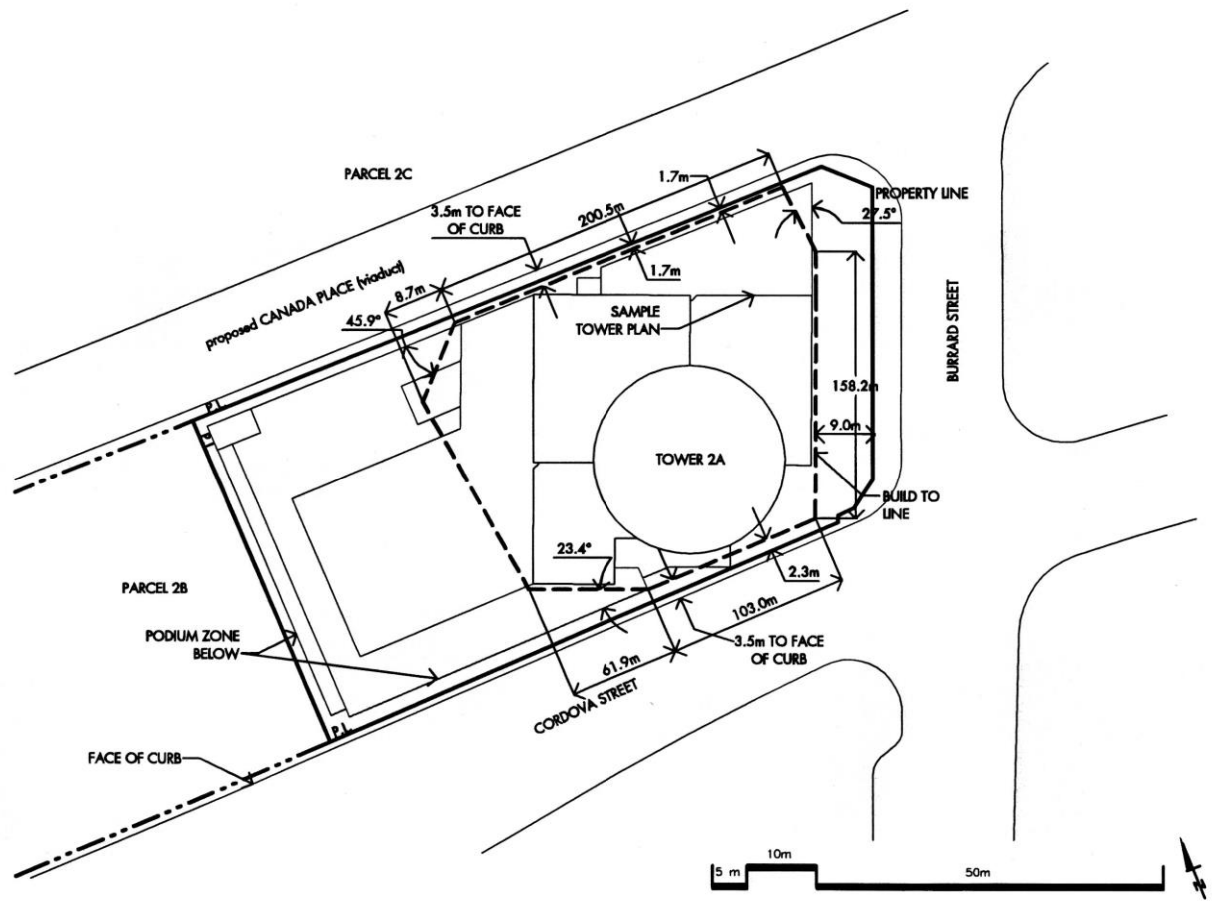


FIG.8 PARCEL 2A TOWER ZONE

#### 4.1.3 Parcel 2B Guidelines

Development of this parcel should generally conform to the building envelopes outlined in Figures 9 and 10, with particular regard to the following:

- The street base zone along Thurlow Street shall not extend more than 15 m beyond the Portal Park view corridor eastern alignment. The eastern alignment of the Portal Park view originates at the North East corner of the Portal Park property line at a 5 degree offset from the Thurlow Street alignment. This streetbase zone is generally two storeys other than the three storey height of the last tower step.
- The interface between the Thurlow Plaza and the city sidewalk should be defined by steps, low walls, and different surfaces. A double row of street trees should be planted within the plaza along the property line to reinforce this definition. Easy public access through the plaza should be provided.
- The streetbase on Cordova Street should be set back 4.87 m from the curb line. The streetbase zone on Canada Place (Viaduct) should be set back 4.8 m from the curb line. Continuous weather protection should be provided around the streetbase.
- The street base zone on Cordova Street should be set back 3.0 m from the curb line and incorporate a pedestrian arcade having a minimum clear width of 3.0 m.

Figure 9. Parcel 2B Street Base Zone

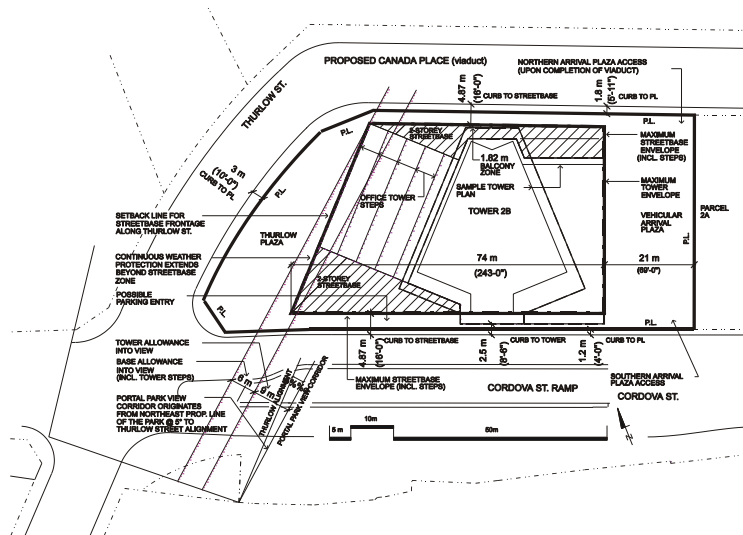
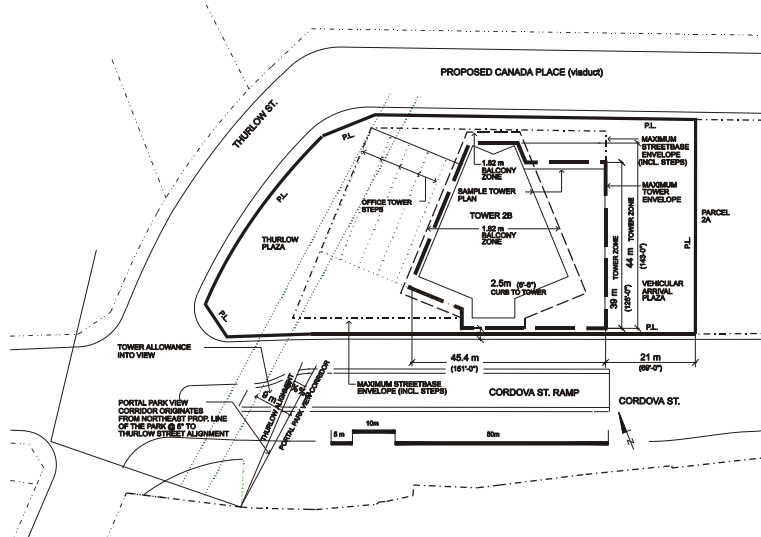
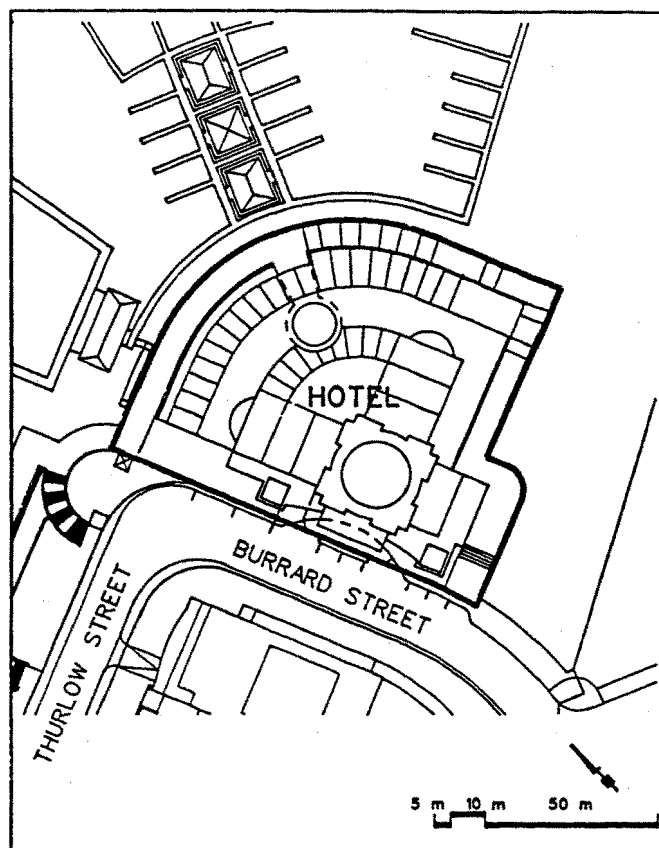


Figure 10. Parcel 2B Tower Zone



## 4.2 Waterfront Hotel Precinct

Figure 15. Waterfront Hotel Precinct

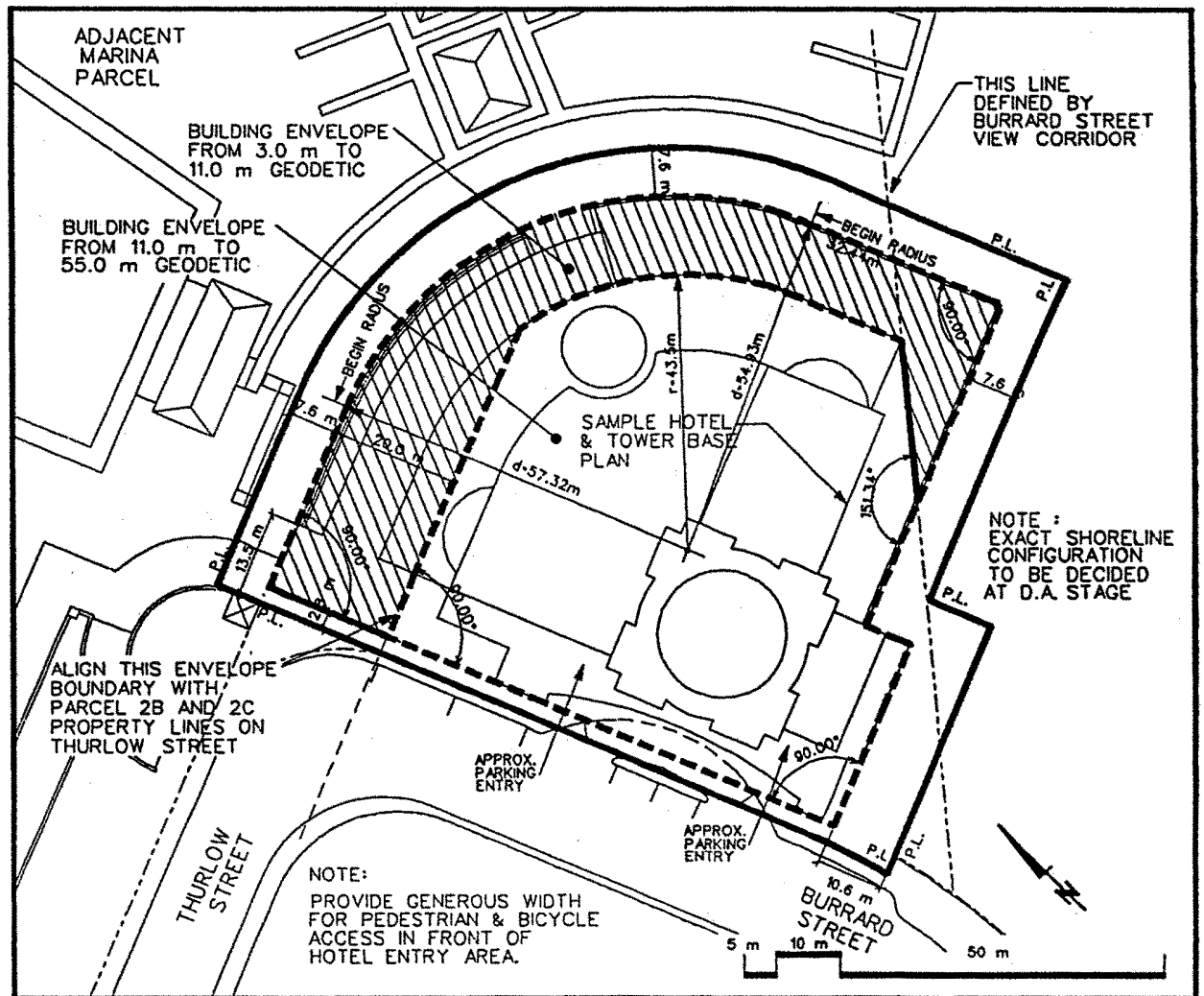


The hotel completes Burrard Landing at the water's edge. It will sit on a promontory surrounded by the waterfront walkway. Given its location and more residential character, it should take a different architectural form from the office towers, one that terraces back from the water and preserves views of the Canada Place sails as seen from Coal Harbour areas to the west. Development should generally conform to the building envelopes outlined in Figures 16 and 17, with particular regard to the following:

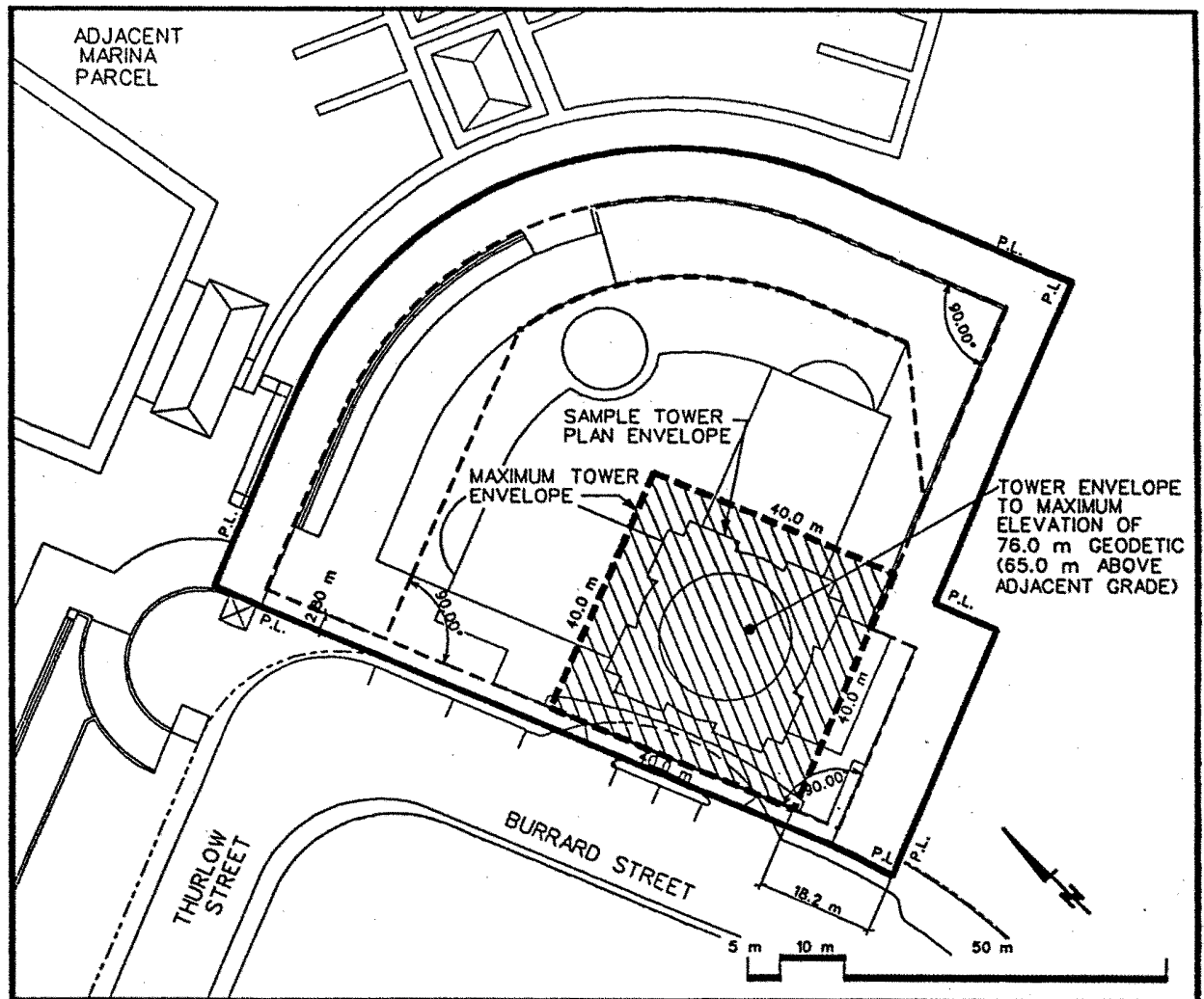
- (a) Terracing should be pronounced with each step occurring in minimum 3 storey increments.
- (b) To maintain the Thurlow Street-end view corridor, building mass above 11.0 m geodetic should not extend beyond the extension of the Thurlow Street property line for Parcels 2B and 2C.
- (c) A porte cochere up to 30.0 m wide over the principal hotel entrance may extend to the Burrard Street property line.
- (d) A generous sidewalk comprising both public and private property should be provided at the upper level street system between the building face and the curb, with particular regard to easy pedestrian and bicycle access across the hotel entry/drop-off area.
- (e) The hotel side of the waterfront walkway should be lined with active pedestrian-oriented uses. The waterfront walkway grade transition up to Burrard Street should occur along the east side of the hotel. Care should be taken to detail the hotel facades to avoid blank walls and reduce scale.



Figure 16. Hotel Precinct Street Base Zone

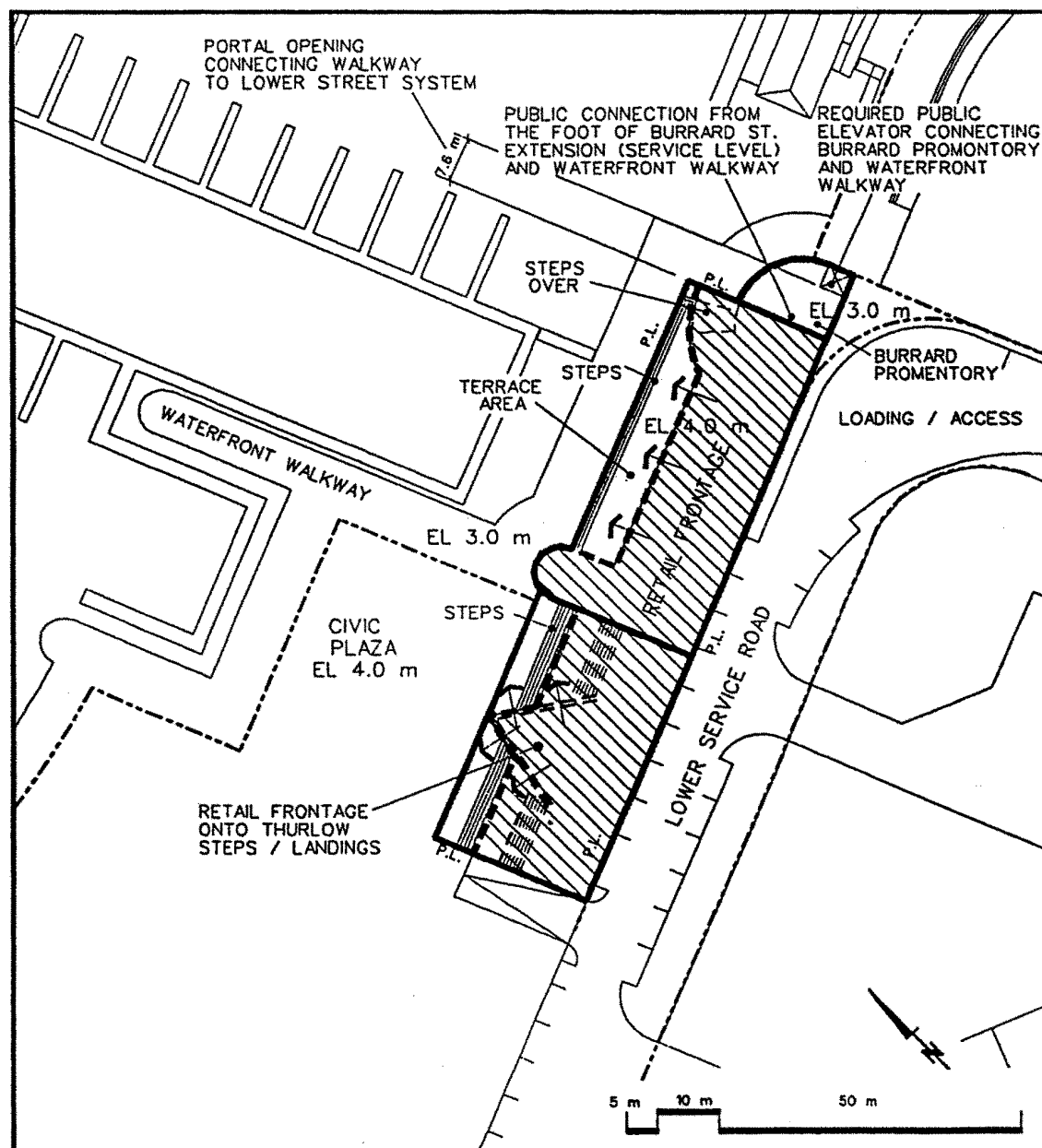


**Figure 17. Hotel Precinct Tower Zone**



### 4.3 Waterfront Commercial Precinct

Figure 18. Waterfront Commercial Precinct Plan



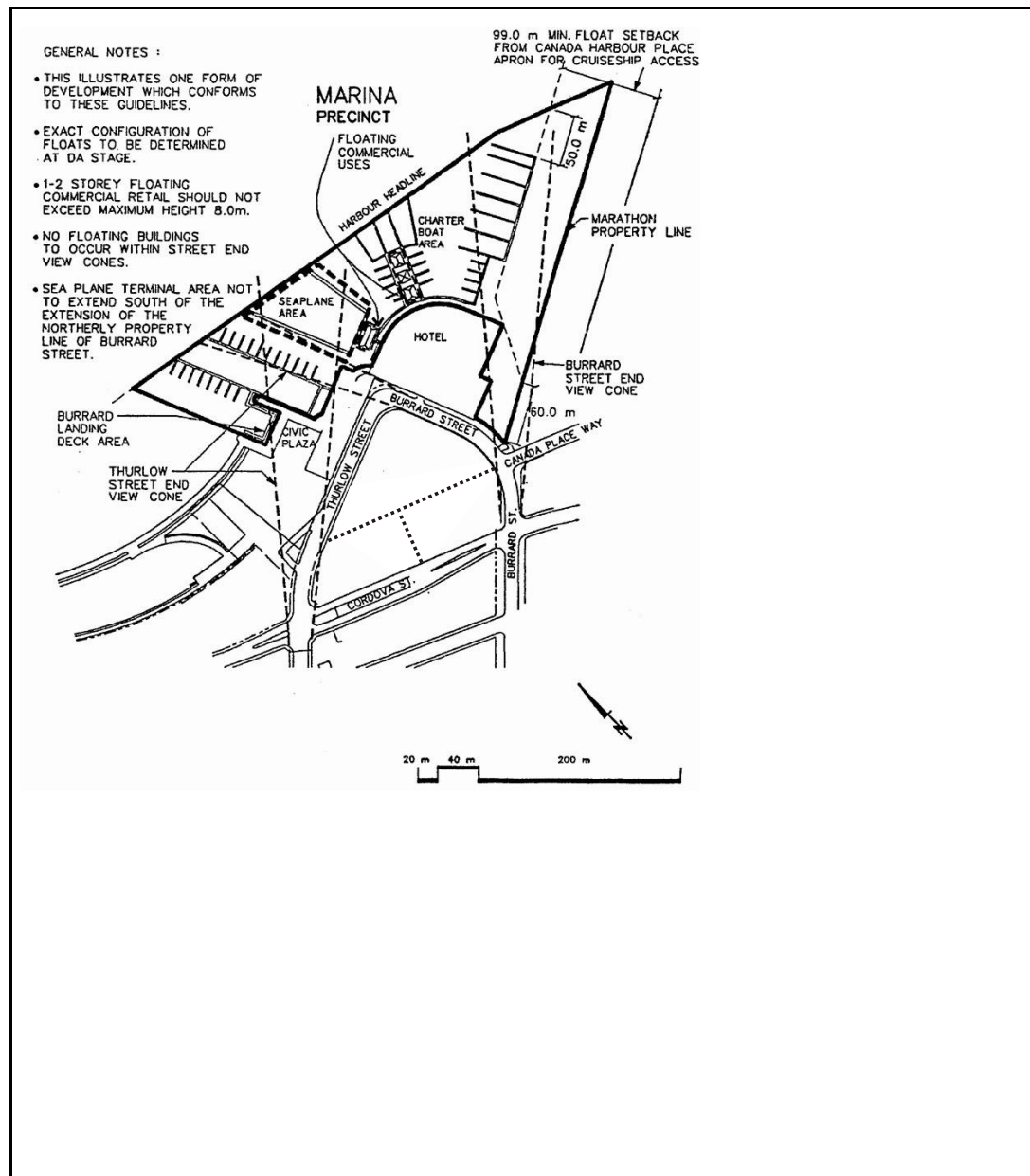
Commercial space should be provided along the waterfront in this precinct to help animate the Civic Plaza and Thurlow Steps and provide pedestrian interest along this portion of the waterfront walkway. Uses including restaurants, shops and marine-oriented retail should be located between the Arts Complex and Burrard Promontory. Development should generally conform to the plan outlined in Figure 18, with particular regard to the following:

- (a) All uses should be directly accessible from the Civic Plaza or waterfront walkway.
- (b) The retail frontage should express a nautical character in the selection of materials, details and colours. Continuous weather protection should be incorporated. Maximum continuous retail frontages should generally not exceed 10.0 m, except where increased frontage is required to accommodate restaurants.
- (c) Given the grade difference between the waterfront walkway and Thurlow Street, a commercial mezzanine level should be provided with secondary access encouraged off the Thurlow Steps.

- (d) Roofs of the mezzanine level should be used as terraces and viewpoints. Mechanical equipment should be grouped and concealed. Plumbing stacks should be located and designed to minimize odours.
- (e) Public access from Thurlow Street to the waterfront should take the form of broad, generous steps designed for seating for events and performances in the Civic Plaza.
- (f) Provision should be made for an access portal to the lower level road system having a minimum width of 7.6 m to provide a comfortable transition for cyclists from the waterfront walkway.
- (g) Commercial uses should be serviced from the lower level street system. Provision should be made for loading and garbage collection, with special garbage provisions for any restaurant uses.

#### 4.4 The Marina Precinct

Figure 19. Marina Precinct Plan

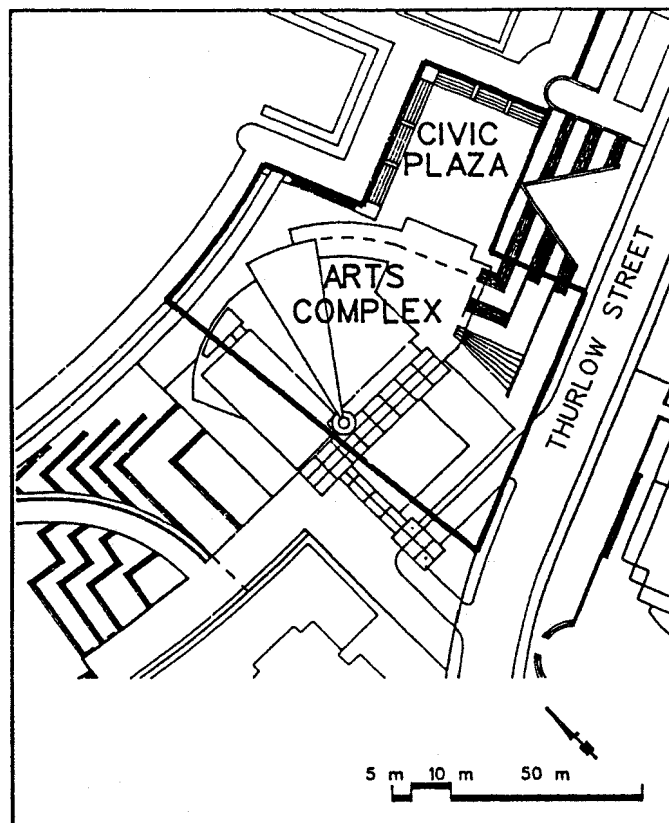


This precinct includes a seaplane terminal, a charter boat marina, boat moorage, ancillary offices and some floating commercial. Development should generally conform to the plan outlined in Figure 19, with particular regard to the following:

- (a) All structures should have a marine charter as follows:
  - (i) Simple forms and shapes reminiscent of the working waterfront;
  - (ii) Use of painted or stainless steel pipe rails, guards and balustrades; and
  - (iii) Nautical detailing.
- (b) Floating structures should be located to preserve street-end view corridors, and should not be more than 8.0 m in height.
- (c) Public access to the seaplane terminal and floating retail should be generously sized and clearly signed. Public sections of floating walkways should have a clear minimum width of 2.0 m.
- (d) Provision should be made for a public ferry dock in front of the Civic Plaza with public access by means of a wide ramp.
- (e) Seaplanes should be located adjacent to the hotel, as shown on Figure 19, with the Twin Otter aircraft located as far from the Civic Plaza as possible.

#### 4.5 The Arts Complex/Civic Plaza Precinct

Figure 20. Arts Complex/Civic Plaza Precinct Plan



##### 4.5.1 Arts Complex

The Civic Arts Complex is intended to augment the City's cultural and performance facilities in a prominent downtown waterfront location. It will contain a 1500 seat lyric hall, 350 seat studio theatre, and related support facilities.

The facility should not be designed as an architectural landmark that competes with Canada Place. Rather, from the water it should read as a lower scaled building with the Civic Plaza as a forecourt. From the waterfront park, the Arts Complex should visually integrate with the open space so that as much of the building as possible is set below grade. Lower roof areas should be landscaped to appear as part of the park. The facility should generally conform to the plans outlined in Figures 21 and 22, with particular regard to the following:

- (a) Portions of the facility below park grade should be designed to accommodate a minimum of 1.2 m of soil where planting is required. With Park Board staff approval, this may be reduced to 1.0 m in specific areas.
- (b) The facades facing the walkway and waterfront park should be glazed to permit views into active spaces, or be treated with landscaping and/or art.
- (c) Along the Civic Plaza, the Arts Complex should have a minimum frontage of 23.0 m and incorporate the main entrance and related public space to provide interest and security.
- (d) Along Thurlow Street, the building face should be finely detailed and treated to provide pedestrian interest and avoid a blank wall appearance.
- (e) The fly tower and similar elements should be designed as positive architectural features, and impacts on the Portal Park and Thurlow street-end view corridors should be minimized. These elements should be finely detailed and finished to avoid an untreated appearance.
- (f) The passenger drop-off should be as close as possible to the main theatre entrance and the connecting pathway should be weather protected.
- (g) A stage door entrance to backstage areas should be provided, with access from the upper level street system.
- (h) Loading and servicing should be located on the lower level street system, with a ramped access to the main theatre stage floor level.
- (i) Off-street parking should be located in the adjacent office precinct, with access from the upper level street system. In evenings and weekends, office parking should be available to arts complex patrons.
- (j) Additional off-street parking, including parking for staff should be located under the Civic Plaza, with access from the lower street system.

Figure 21. Arts Complex Lower Level

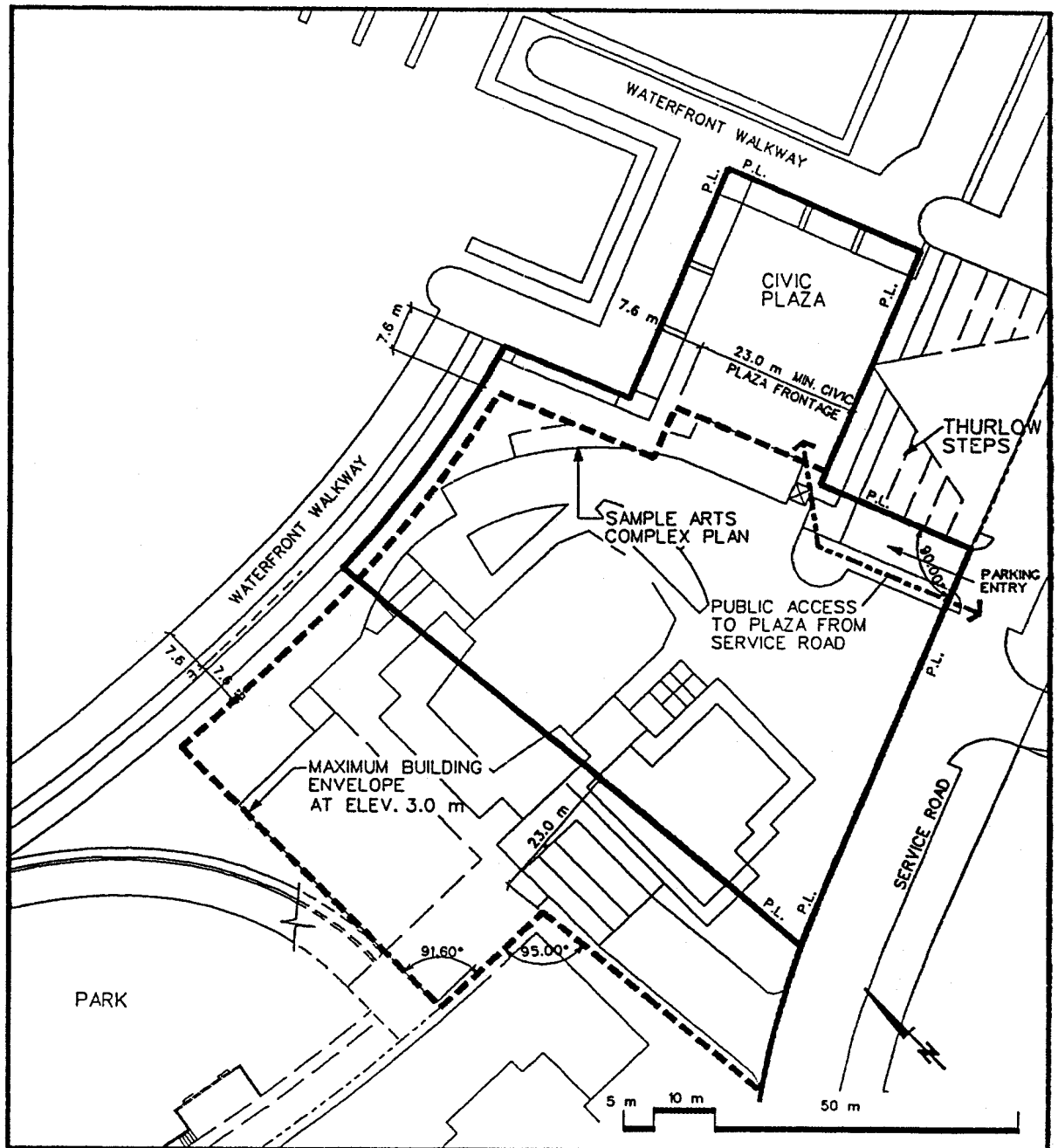
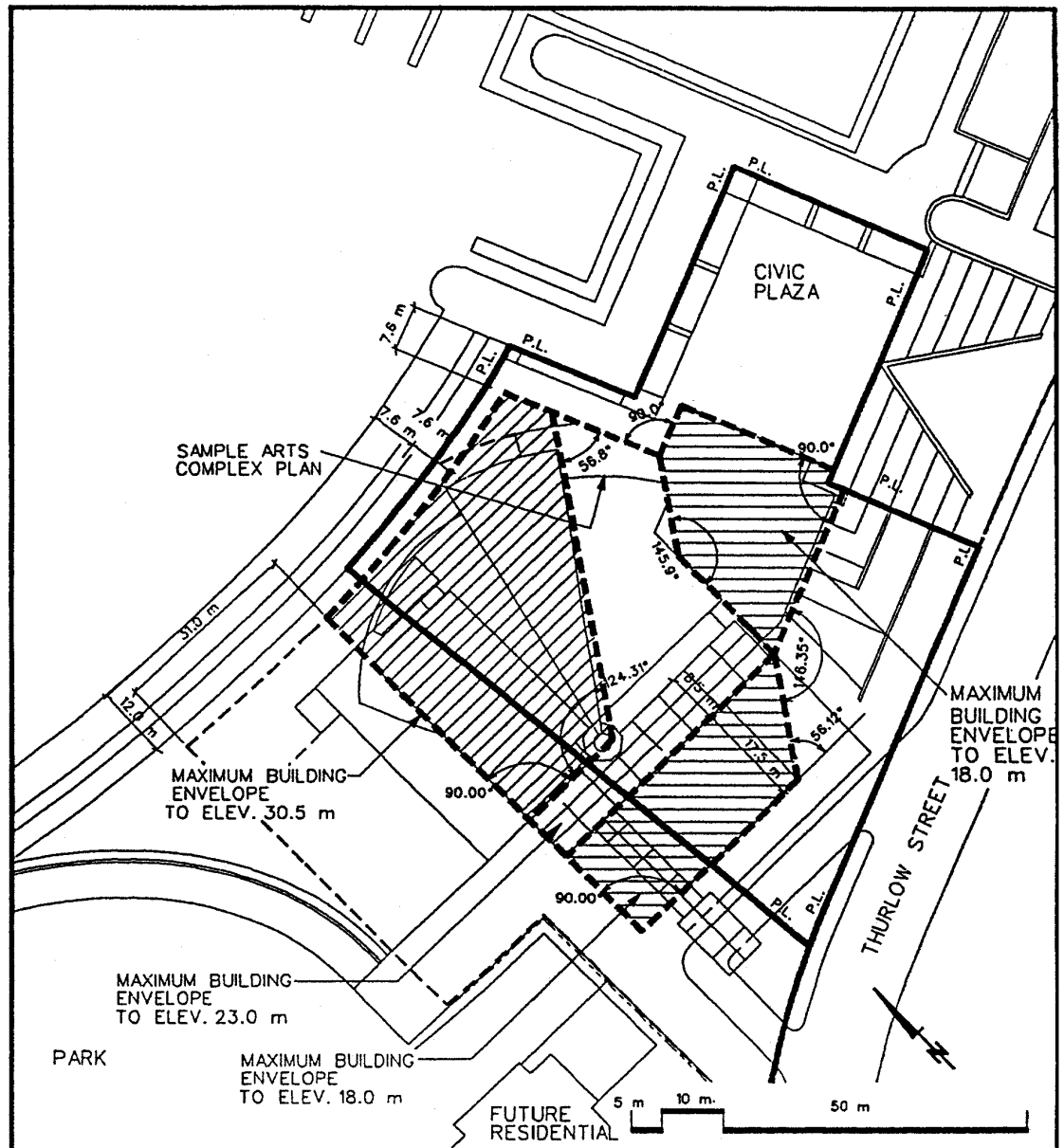


Figure 22. Arts Complex Upper Level



#### 4.5.2 Civic Plaza

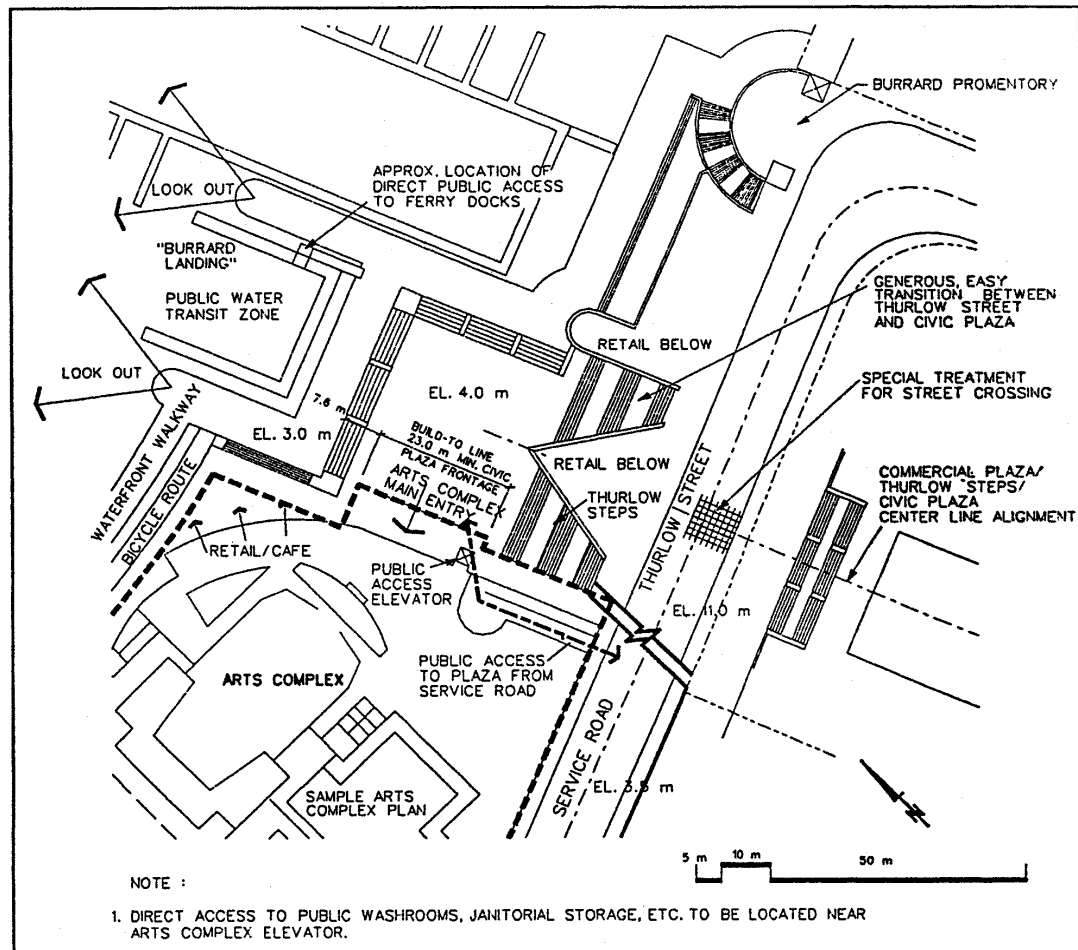
The Civic Plaza should be designed to celebrate the City's relationship to the water and accommodate a variety of civic gatherings and functions. The plaza will also be the final open space element in a linear sequence which includes the Commercial Plaza, the Thurlow Street pedestrian crossing, and the Thurlow Steps. It should relate physically and visually to these elements. The design of the plaza should generally conform to the concept outlined in Figure 23, with particular regard to the following:

- The Civic Plaza should be designed to accommodate performances and events in combinations with the Arts Complex and the Commercial Plaza.
- The plaza should be designed to accommodate formal public arrivals from the water for important civic ceremonies as well as day-to-day operation of the public ferry system.
- The plaza should be landscaped in a formal manner, with low level planting and/or trees defining its edges. The plaza should be finished with high quality materials reflecting its context and important public role. A significant public art element could also be incorporated.



- (d) The Civic Plaza should be physically and visually linked to the Commercial Plaza by a generous, easy transition across Thurlow Street and the Thurlow Steps.
- (e) Direct public access via a wide ramp should be provided between the adjacent walkway and the ferry dock.
- (f) The plaza's southerly edge should be defined by a formal facade of the Arts Complex which incorporates the main entrance and related café/restaurant/bar spaces and active retail frontages along the Thurlow Steps.
- (g) The Civic Plaza should be connected to the lower level street system by a service and pedestrian route beneath Thurlow Street and adjacent to the promenade and steps. The plaza level should have direct access to public washrooms, janitorial storage, and service facilities for public events.

Figure 23. Civic Plaza Plan

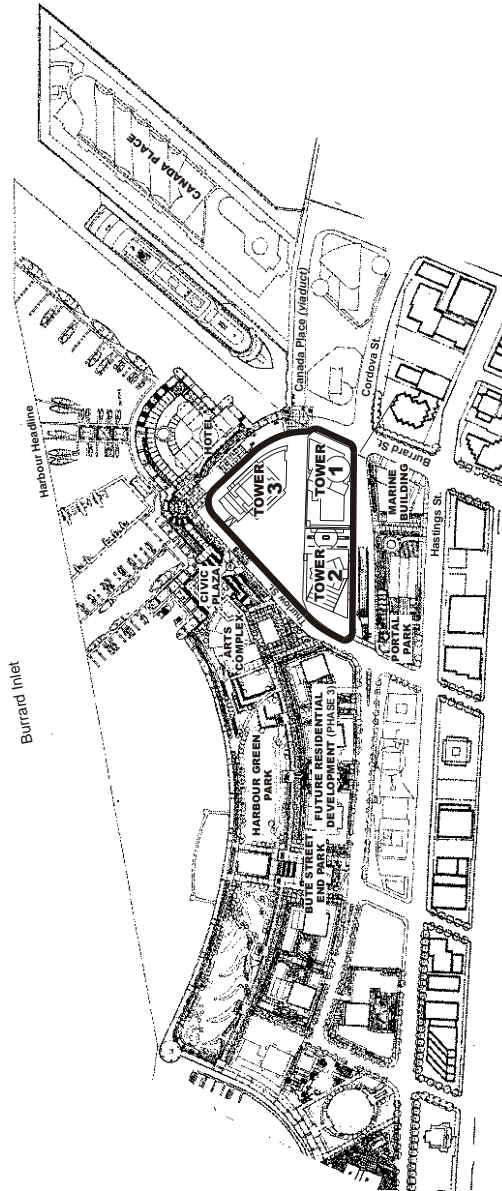


## 5 Rezoning Design Development Conditions

In reviewing the detailed form of development, the Director of Planning shall have particular regard to the following design development conditions:

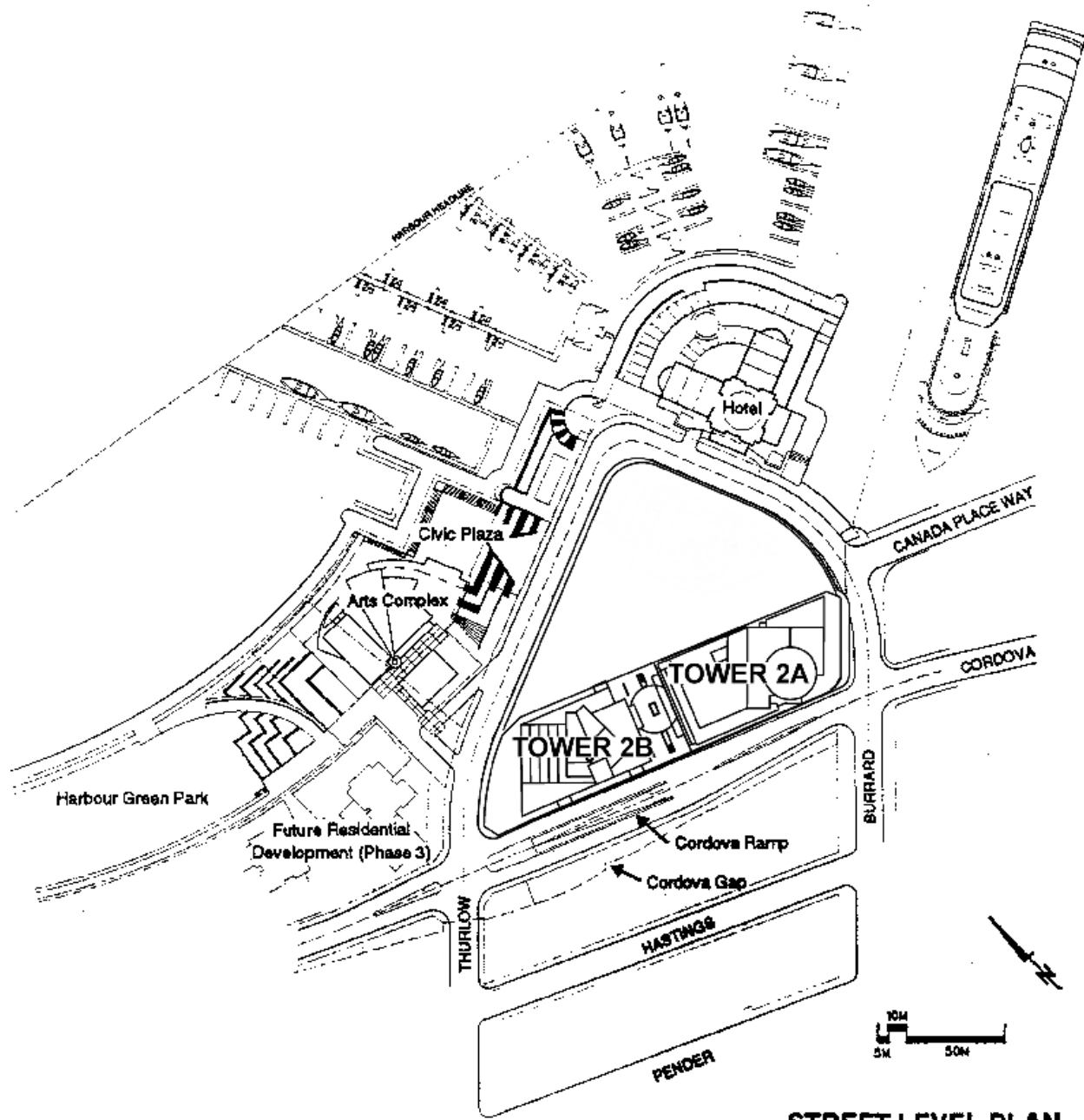
- (a) further design development of the hotel promontory and walkway to extend the lower level walkway to the northeast corner of the pier, with the grade transition to the upper level to occur via stairs mainly along the eastern side of the hotel and/or a combined stair/ramp system, and a reconfiguration of the eastern walkway section to provide viewing areas and a geometry that reflects the shoreline treatment to the west;
- (b) further design development of the hotel entry area along Burrard Street to provide a more generous sidewalk area with a minimum clearance of 7.6 m; and
- (c) Further design development of the Arts Complex access off Thurlow, to locate the dropoff zone closer to the civic plaza main entry area, integrate shared pedestrian and bicycle paths, and provide a public elevator to the civic plaza.

## REFERENCE PLAN

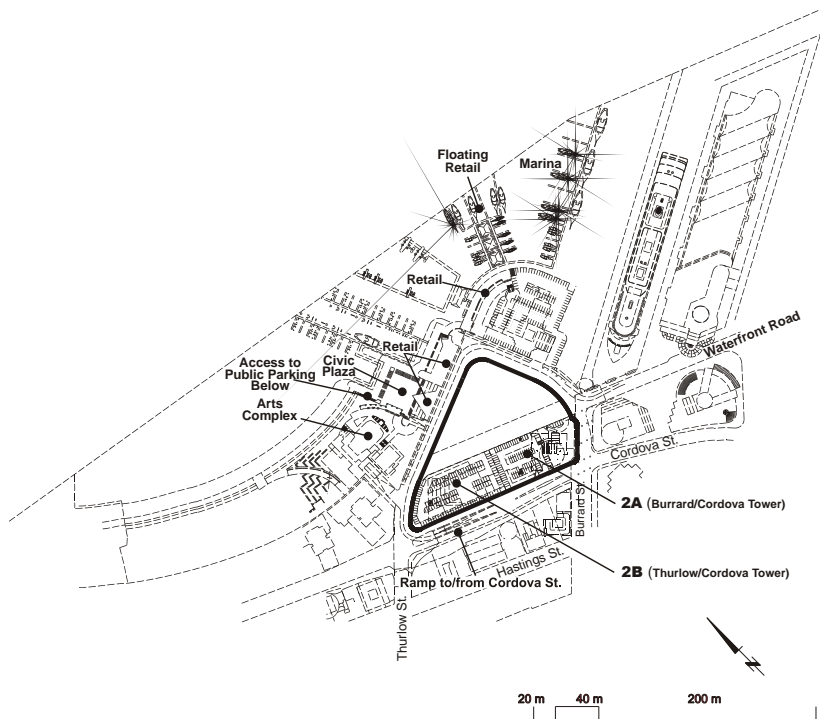


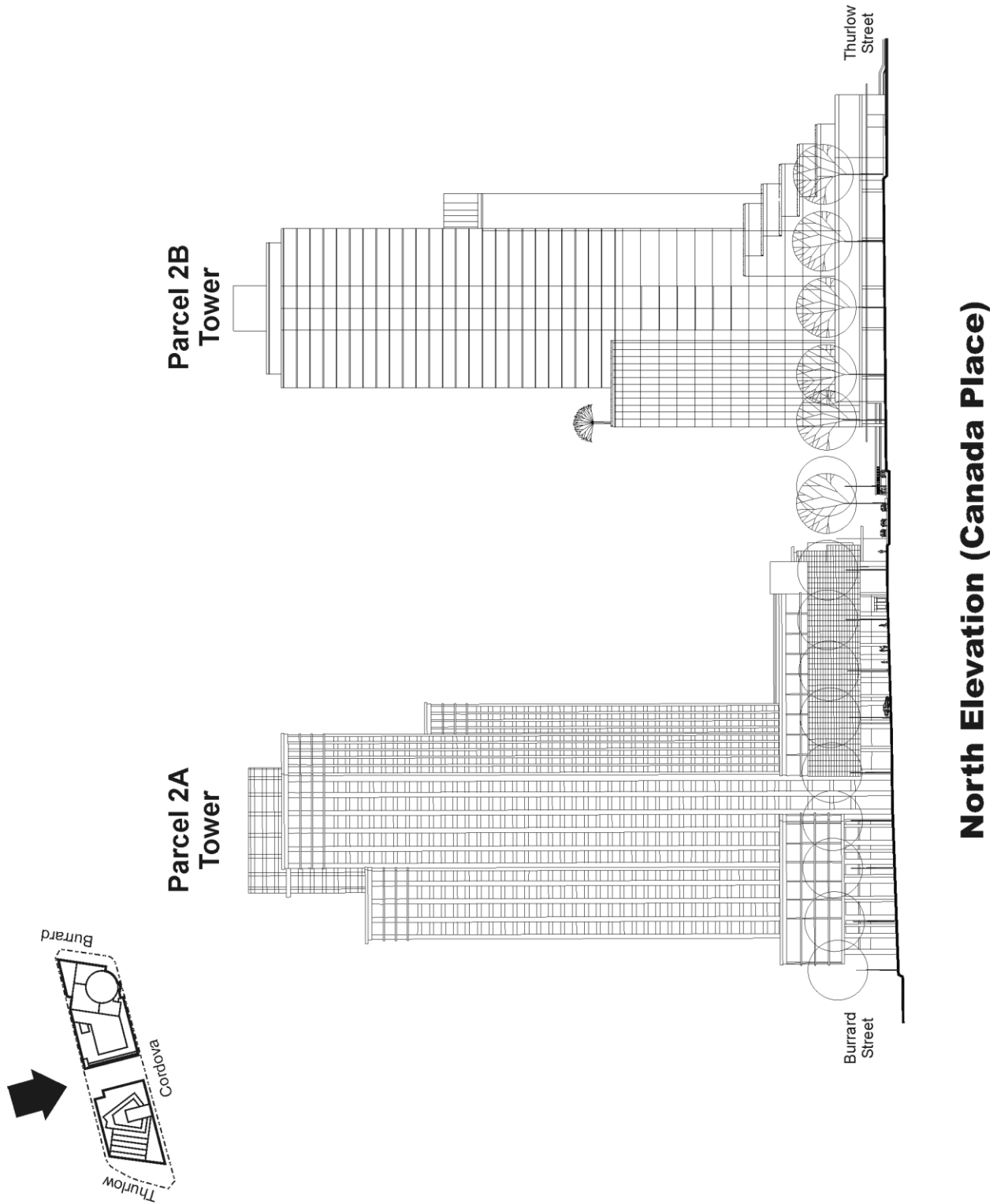
### Site Key

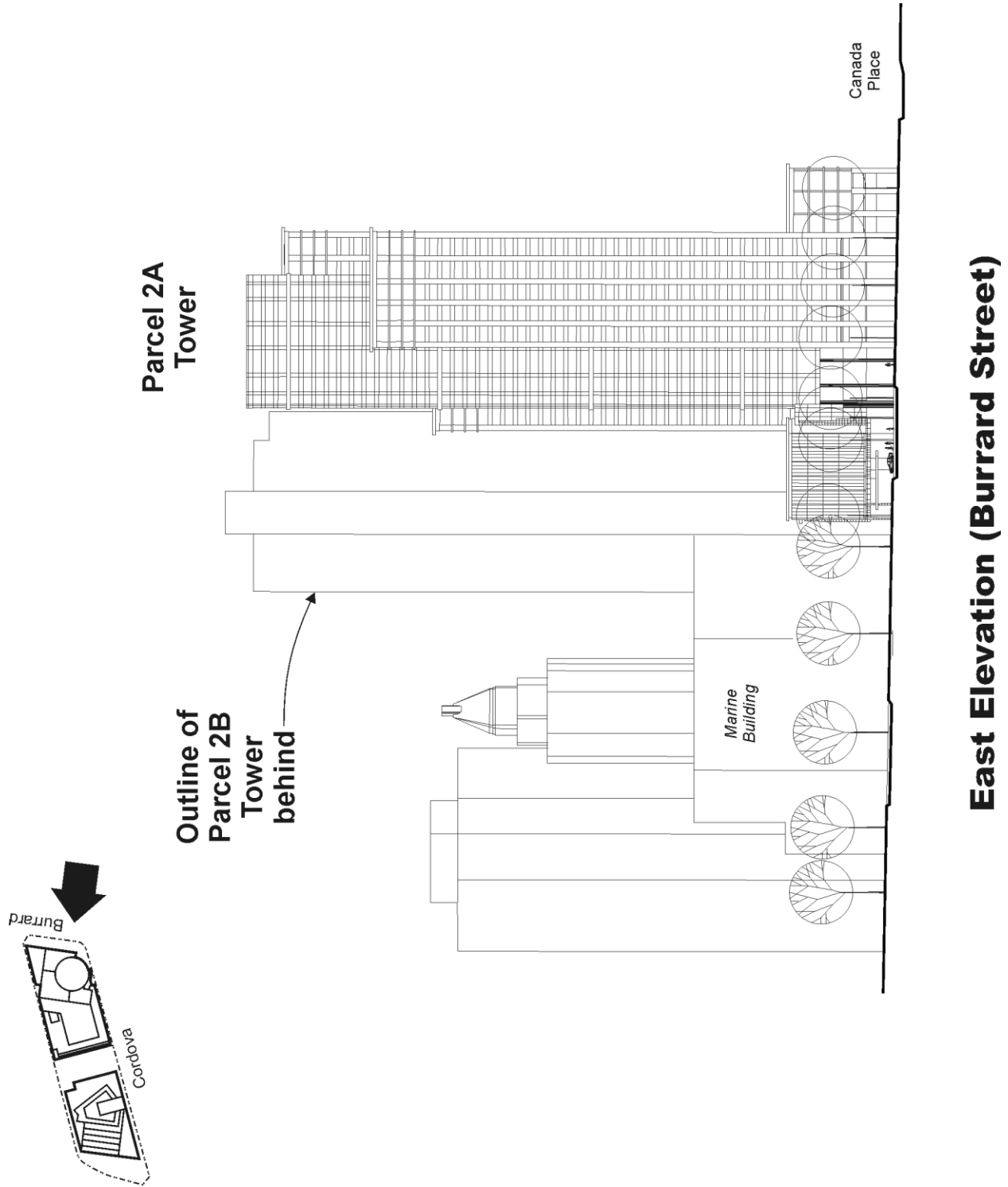
- 1 Burrard/Cordova Hotel Tower
- 2 Thurlow/Cordova Office Live/Work Tower
- 3 Parcel 2C Tower (subject to future form of development)

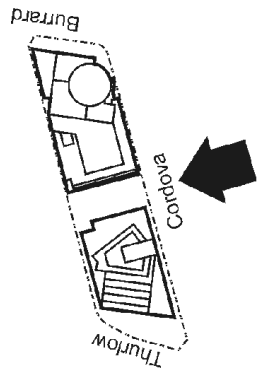


**STREET LEVEL PLAN**



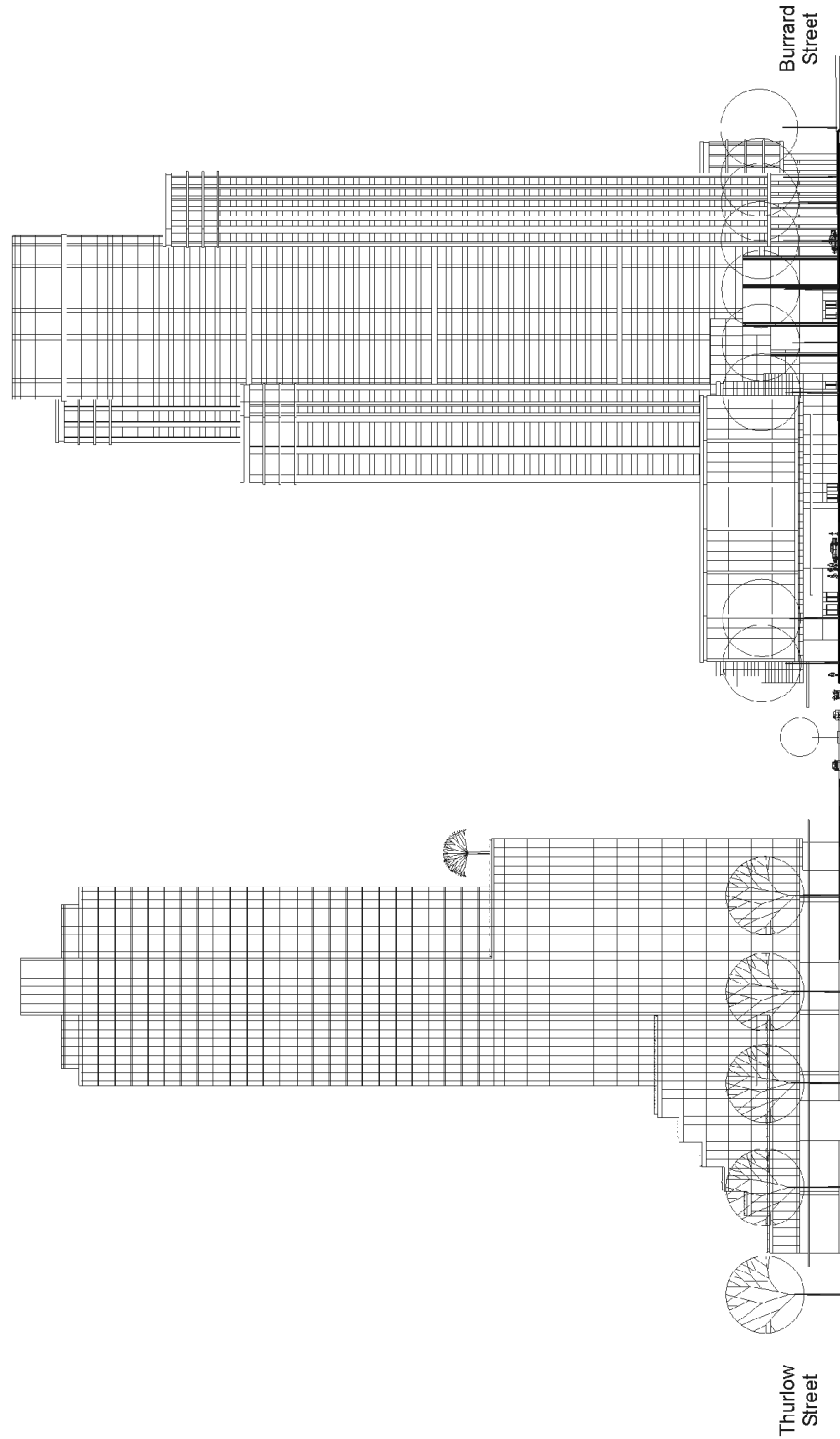




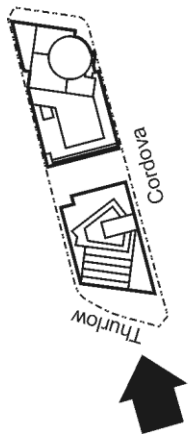


Parcel 2A  
Tower

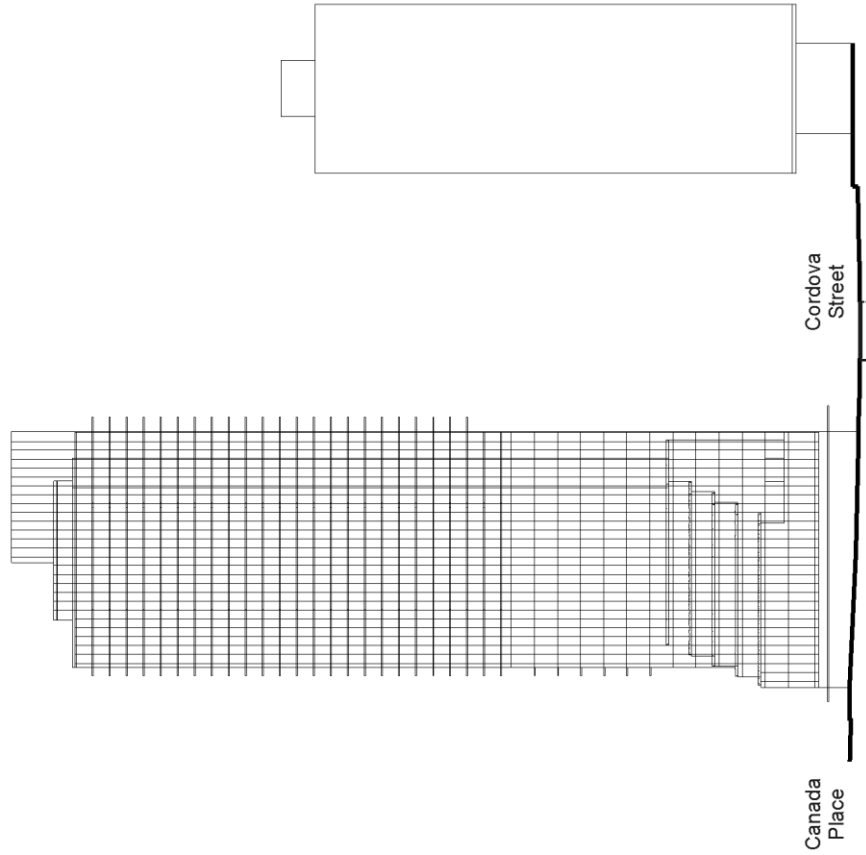
Parcel 2B  
Tower



South Elevation (Cordova Street)



**Parcel 2B  
Tower**



**West Elevation (Thurlow Street)**



