CITY OF VANCOUVER

REFERRAL REPORT

Report Date: March 31, 2026
Contact: Lauren Whitney
Contact No.: 604.829.9712
RTS No.: 18536
VanRIMS No.: 08-2000-20
Meeting Date: April 14, 2026

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 888-896 Cambie Street and 111-191 Smithe Street

Recommendation to Refer

THAT the rezoning application and plans and the heritage designation by-law, described below, be referred to Public Hearing together with the recommendations set out below and with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, subject to the applicable conditions set out below;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary zoning and heritage designation by-laws, in accordance with the recommendations set out below, for consideration at the Public Hearing.

Recommendations for Council

A. THAT the application by Nonni Property Group, on behalf of:

- A J Six Holdings Ltd., the registered owner of 888 Cambie Street [Lots 27 and 28 Block 68 District Lot 541 Plan 2565 and Lot 29 Except the East 2 Feet Block 68 District Lot 541 Plan 2565; PIDs 011-209-453, 011-209-470 and 011-209-488, respectivezly]; and

- 888 Cambie Holdings Ltd., the registered owner of 896 Cambie Street and 111-191 Smithe Street [Lots 25 and 26 Block 68 District Lot 541 Plan 2565; PIDs 008-407-193 and 008-407-215, respectively];

to rezone the lands from DD (Downtown) District to CD-1 (Comprehensive Development) District, to increase the maximum floor space ratio (FSR) from 5.0 to 19.5 to permit the development of a 29-storey mixed-use building containing 165 rental units, 246 hotel rooms, and commercial space on the ground floor, be approved in principle;

FURTHER THAT the draft CD-1 By-law, prepared in accordance with Appendix A, be approved in principle;

FURTHER THAT the proposed form of development also be approved in principle, generally as prepared by McKinely Studios, received May 21, 2025 with supplemental plans submitted November 18, 2025;

AND FURTHER THAT the above approvals be subject to the Conditions of Approval contained in Appendix B.

B. THAT subject to approval in principle of the rezoning and the Housing Agreement described in Part 2 of Appendix B, the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment prior to enactment of the CD-1 By-law, subject to such terms and conditions as may be required at the discretion of the Director of Legal Services and the General Manager of Planning, Urban Design and Sustainability.

C. THAT the heritage designation of the Cambie Street facade of the existing building known as the “Stanley Brock Building”, located at 888 Cambie Street [Lots 27 and 28 Block 68 District Lot 541 Plan 2565 and Lot 29, Except the East 2 Feet Block 68 District Lot 541 Plan 2565; PIDs 011-209-453, 011-209-470 and 011-209-488, respectively], as protected heritage property, be approved in principle;

FURTHER THAT the Director of Legal Services be instructed to prepare and bring forward the Heritage Designation By-law, generally as set out in Appendix C, prior to enactment of the CD-1 By-law.

D. THAT subject to approval of the CD-1 By-law, the application to amend the Sign By-law to establish regulations for the CD-1, generally as set out in Appendix C, be approved.

E. THAT subject to approval of the CD-1 By-law, the Noise Control By-law be amended to include this CD-1, generally as set out in Appendix C;
FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the CD-1 By-law.

F. THAT Recommendations A to E be adopted on the following conditions:

(i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;

(ii) THAT any approval that may be granted shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and

(iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

Purpose and Executive Summary

This report evaluates an application to rezone the site at 888-896 Cambie Street and 111-191 Smithe Street from DD (Downtown) District to CD-1 (Comprehensive Development) District. The proposal is for a 29-storey mixed-use building with 165 rental units, 246 hotel rooms, and commercial space on the ground floor. The front façade of the heritage building at 888 Cambie Street, known as the “Stanley Brock Building”, would be dedicated by by-law as protected heritage property and restoration of the heritage façade would be secured through a Heritage Restoration Covenant.

Section 559.02 (3) of the Vancouver Charter provides that a public hearing is not required to consider the zoning by-law amendments in this report because this proposal is consistent with all relevant official development plans including the *Vancouver Official Development Plan*. Staff are recommending that this application be referred to a Public Hearing because Council must hold a Public Hearing prior to adopting the proposed heritage designation by-law for the façade of the Stanely Brock Building at 888 Cambie Street. This way both the rezoning and the heritage designation by-laws can be considered at the same Public Hearing.

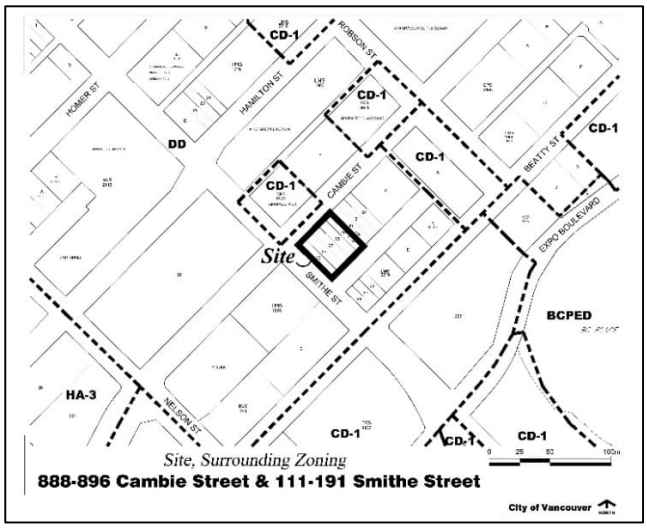
This application is consistent with the *Downtown Rezoning Policy* and the *Hotel Development Policy,* and the heritage component generally aligns with the goals of the *Heritage Policies*. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle subject to conditions contained in Appendix B.

Context and Background

1. Site and Context

The subject site is comprised of five parcels, located at the northeast corner of Cambie and Smithe Streets (see Figure 1). There are two existing on-site buildings, constructed in 1928 and 1944 respectively, and both are listed on the Vancouver Heritage Register (VHR).

Figure 1: Site and Surrounding Zoning



The surrounding neighbourhood consists of a mix of residential, office, institutional, and commercial buildings. The buildings on this block are all listed on the VHR with developments that are undergoing heritage façade and building retention. BC Place and Rogers Arena are

located two blocks to the east.

2. Policy Context

- **Vancouver Official Development Plan:** The land use and height is consistent with Business District Generalized Land Use (GLU) designation.
- **Downtown Rezoning Policy:** The policy seeks to increase the potential for commercial capacity of the area to allow heights and densities up to the Council-approved public view corridors thereby improving the capacity for new office space. Residential proposals in this area, also referred to as the Central Business District Shoulder Area, must accompany a minimum of 2.0 FSR of non-residential density.
- **Hotel Development Policy:** This policy was adopted in response to a critical shortage of hotel rooms in Vancouver, with occupancy rates exceeding 90% during peak seasons and average daily rates significantly above the national average. The policy aims to facilitate the creation of approximately 10,000 new hotel rooms by 2050 to support the city's tourism economy and broader economic sectors such as film, tech, and life sciences.
- **Heritage Policies:** The *Heritage Policies and Guidelines* state that resources listed on the VHR have heritage value and that such resources should be preserved where possible. There are two heritage buildings on the site listed on the VHR.
- **Housing Needs Report:** The Vancouver Charter requires that when Council amends or adopts an affordable and special needs housing zoning by-law, also known as inclusionary zoning, Council must consider the most recent housing needs report, and the housing information on which it is based. The most recent housing needs report amendment was received on January 1, 2025.

Discussion

1. Proposal

The proposal is for a 29-storey mixed-use building containing 165 rental units, 246 hotel rooms, and commercial space on the ground floor (Figure 2). Hotel is proposed on levels 1 to 13 with rental units on levels 14 to 29 and commercial space at grade. A building height of 85.4 m (280 ft.) and a floor space ratio (FSR) of 19.5 is proposed. Seven levels of underground parking are to be accessed from the lane.

The heritage façade for the Stanley Brock building at 888 Cambie Street is to be reconstructed and protected by a Heritage Designation By-law. The building at 896 Cambie Street (known as the "Horie Building") is not proposed to be retained.

Figure 2: Proposed Building Looking Northeast

2. Form of Development

Staff reviewed the site-specific conditions and have concluded that the proposal reflects the *Downtown Rezoning Policy's* height and density and is appropriate for the context, particularly given that the proposal will provide much-needed hotel and rental units to the downtown core. Staff support the application subject to the Urban Design conditions detailed in Appendix B. Refer also to the Urban Design Summary below.

Urban Design Analysis Summary

Issue	Policy	Proposal	Impacts	Outcomes
Tower Separation and Setbacks	Tower separation: Residential to Residential: 24.4 m (80 ft.)	Tower setback to east property line: 7.3 m (24 ft.) Tower setback to the centreline of lane: 11 m (36 ft.)	Bulk Development potentials of neighbouring sites	Minimum tower separation of 24.4 m (80 ft.) is maintained to the existing residential tower developments to the west and north. Applicant's block study demonstrates that the proposed tower's setback of 7.3 m (24 ft.) to the east property line does not unduly limit future residential tower development on adjacent sites at 840 and 864 Cambie Street. The study also demonstrates that 864 Cambie Street, with a 77 ft. mid-block frontage, is not considered a tower site. To accommodate an appropriately sized tower and meet minimum tower separation requirements, consolidation of 840 and 864 Cambie Street would be required. Condition 1.1 seeks to ensure that minimum tower setback of 12.2 m (40 ft.) is proposed to the centreline of the rear lane to equitably accommodate a minimum tower separation of 24.4 m

Issue	Policy	Proposal	Impacts	Outcomes
				(80 ft.) for the anticipated neighbouring tower developments across the lane.
Residential Tower Floor Plate Size	From 605 sq. m (6,500 sq. ft.) up to 670 sq. m (7,200 sq. ft.)	818 sq. m (8,800 sq. ft.)	Bulk and massing Shadowing	Proposed tower floor plate size exceeds what is expected in the *Residential Tower Floor Plates Bulletin* which results in a decrease in openness to sky and shadowing on the public realm. However, block study demonstrates that proposed residential tower does not unduly constrain neighbouring tower development sites. Condition 1.4 seeks design improvements to explore reducing the plate size, apparent bulk and massing of the proposed residential tower.
Public Realm Interface	Public open space at grade	Limited open space at grade and blank wall condition along Cambie and Smithe Street	Pedestrian realm and comfort Blank wall condition	Pedestrian realm interface will be negatively affected by the limited open space at grade and blank wall condition along Cambie and Smithe Streets. Condition 1.2 seeks design improvements to the public realm interface.

- **Natural Assets:** The *Urban Forest Strategy* and the Protection of Trees By-law were used to evaluate the proposal. Two City-owned trees are proposed for removal, and one tree is proposed for retention. Approximately 26 new on-site trees and four City-owned trees are proposed. The final numbers of trees are confirmed at the development permit stage. See Appendix B for landscape and tree conditions.

- **Heritage:** The Stanley Brock Building was built in 1944 and is listed on the VHR. The Cambie Street facing façade of the Stanley Brock Building at 888 Cambie Street is to be reconstructed and has been incorporated into the design and layout of the new building. Refer to Appendix E for a full heritage analysis.

- **Vancouver Heritage Commission (VHC):** The VHC reviewed this application on January 12, 2026 and encouraged the retention, conservation and designation of the Stanley Brock Building's Cambie Street façade, and the salvaging of building materials of the Horie Building (896 Cambie Street) for integration within the new building. Refer to the full meeting minutes for the Commission's recommendations.

- **Urban Design Panel (UDP):** A review by the Urban Design Panel was not required due to the application's consistency with the expectations and policy of the Plan.

Refer to the rezoning application booklet for drawings and the Council agenda for application renderings. Note that these drawings and statistics are posted as-submitted by the applicant to the City. Following staff review, the final approved zoning statistics are documented within this report and final drawings are prepared for the development permit application to follow.

Heritage Designation pursuant to the Vancouver Charter

Pursuant to Section 593 and Section 594 of the Vancouver Charter, Council may, by by-law, designate real property in whole or in part as protected heritage property. The proposed heritage designation for the Stanley Brock Building's Cambie Street facade requires Council approval and by-law enactment. The following information must be included in a report involving heritage designation:

- **Heritage Value and Character** – The Stanley Brock Building is listed on the VHR. It was built in 1944 and is a good example of early modern commercial building construction, with details including a reinforced concrete structural frame, regular bands of wood sash windows, buff coloured brick veneer on reinforced concrete shelves, and fluted concrete pilasters at the entrance.

- **Condition and Viability of the Property** – The Stanley Brock Building is in good condition. An assessment has identified that retention of the interior structure would not be possible for integration into a new hotel building. However, the exterior materials are in good condition and can maintained or reclaimed and reincorporated as part of a conservation exercise.

Figure 3: Historical Photograph of the Stanley Brock Building (1978)

- **Compatibility with Community Planning Objectives and Land Use Policy** – The proposed uses for the project are permitted and consistent with Council policy and generally compatible with the mixed-use and commercial land-use envisioned for the area. The conservation of the heritage building façade is compatible with these uses and for adjoining property uses.

- **Heritage Incentives** – Pursuant to Section 595 of the Vancouver Charter, if sought, Council is required to compensate an owner of property being designated as a protected heritage property for any reduction in market value caused by the designation. In this case, the applicant proposes to conserve the building's facade and maintain it in exchange for obtaining the rezoning needed for an improved development potential. Restoration and preservation of the heritage façade will be appropriately secured in a Heritage Restoration Covenant, which will be registered on title to the site as a condition of enactment of the CD-1 By-law. In executing this agreement, the applicant will accept the rezoning as proposed, and the resulting development advantages to be gained as

full compensation for the designation of the heritage building's facade and the obligations to rehabilitate and conserve. Conditions to enter into and to register a Heritage Restoration Covenant on title are included in Appendix B.

3. Housing

The *Housing Vancouver Strategy* seeks to deliver a range of housing tenures across the housing continuum. This application, if approved, would add 165 rental units to the City's inventory of rental housing, which would contribute to the targets set out in the Strategy (see Figure 4).

Figure 4: Progress Towards 10 Year Housing Vancouver Targets (2024-2033) for Purpose-Built Market Rental Housing as of December 31, 2025

Housing Type	10-Year Targets	Units Approved Towards Targets
Purpose-Built Market Rental Housing Units	35,500	15,662 (44%)

1. *New 10-year targets were adopted in 2024, with tracking starting from January 1st, 2024.*
2. *Previous targets established in 2017 included 20,000 purpose-built rental, market and below-market combined, with tracking starting in 2017. As of December 31st, 2023, 87% of the previous targets had been reached.*
3. *Unit numbers exclude the units in this proposal, pending council's approval of this application.*

Vacancy Rates – Vancouver has exhibited historically low vacancy rates in the last 30 years. In 2025, the purpose-built apartment vacancy rate was 2.7% in Vancouver. The vacancy rate (based on Canada Mortgage and Housing Corporation (CMHC) Market Rental Survey) for the Downtown, where this site is located, is 4.3%. A vacancy rate of between 3% and 5% is considered to represent a balanced market.

Housing Mix – The *Family Room: Housing Mix Policy for Rezoning Projects* policy requires a minimum of 35% family units. This application proposes 36% family units of two-bedrooms, thereby meeting the policy. These units must be designed in accordance with the *High Density Housing for Families with Children Guidelines*. The application as proposed is consistent with the policy and a provision is included in the CD-1 By-law to meet the minimum unit mix requirements.

Average Rents and Income Thresholds – Average market rents in newer rental buildings Downtown are shown in Figure 5. The market rental housing will provide options which are significantly more affordable than average home ownership costs as illustrated in Figure 5.

Figure 5: Market Rents in Newer Downtown Buildings, Costs of Ownership and Household Income Served

		Newer Rental Buildings Downtown		Monthly Costs of Ownership for Median-Priced Apartment –Downtown (with 20% down payment)		
Unit	Proposed Average Unit Size (sq. ft.)	Average Market Rent[1]	Average Household Income Served[3]	Monthly Costs of Ownership[2]	Average Household Income Served[3]	Down-Payment at 20%
Studio	369	$2,326	$93,040	$3,024	$120,948	$105,000
1-bed	620	$2,652	$106,080	$3,795	$151,788	$135,755
2-bed	814	$3,807	$152,280	$5,974	$238,960	$215,000
3-bed	n/a	$4,833	$193,320	$11,486	$459,439	$438,000

1. *Data from the October 2024 CMHC Rental Market Survey for apartments in purpose-built rental buildings completed in the year 2015 or later on the Downtown of Vancouver*
2. *Based on the following assumptions: median of all BC Assessment apartment sales prices in Vancouver Downtown in 2023 by unit type, 20% down-payment, 5% mortgage rate (in-line with Bank of Canada conventional rate), 25-year amortization, $150-$250 monthly strata fees and monthly property taxes at $2.92 per $1,000 of assessed value (2020 assessments and property tax rate).*
3. *Incomes are estimated based on rents or monthly ownership costs at 30% of income.*

Security of Tenure – Purpose-built rental housing offers secure rental tenure. All 165 units in the proposal would be secured through a Housing Agreement and a Section 219 Covenant for the longer of 60 years and the life of the building. Covenants will be registered on title to prohibit the stratification and/or separate sale of individual units.

Rent increases during each tenancy are capped at the Residential Tenancy Act annual allowable rental increase. Conditions related to securing the units are contained in Appendix B.

Tenants – The rezoning site does not currently have any existing rental residential uses and there are no eligible tenants as defined under the City's *Tenant Relocation and Protection Policy* (TRPP).

If any eligible tenants are identified through the City's regulatory approvals process, the applicant will be required to provide a Tenant Relocation Plan that meets the City's TRPP.

4. Transportation and Parking

Parking, loading, bicycle and passenger loading spaces are finalized at the time of development permit per the Parking By-law.

5. Public Input

Public input primarily included mailed postcards, a site sign, a webpage with a digital model, an online comment form, and question and answer (Q&A) period. Refer to the application webpage at https://www.shapeyourcity.ca/888-896-cambie-st.

In total, approximately 50 submissions were received. Comments supported the increase in the housing and hotel supply, the new commercial space, and density. Concerns included construction impacts, building height, and impacts on the heritage buildings on the site. Refer to Appendix D for a full summary of the public input collected and responses to public comments.

6. Public Benefits

Refer to Appendix F for full summary of public benefits.

- **Development Cost Levies (DCLs):** The applicant has not requested a Class B waiver of the City-wide DCLs. It is expected that the project will pay DCLs of $8,861,772 based on December 10, 2025 rates.
- **Community Amenity Contributions (CAC):** A negotiated CAC is applicable to this rezoning. Real Estate Services staff have determined that based on the costs of securing all residential units as market rental housing units and the heritage façade retention of the Stanely Brock Building, a CAC of $1,381,000 is anticipated.
- **Public Art:** The project is expected to contribute a public art contribution of $606,331 based on the published (2016) rate.
- **Heritage Retention:** The application proposes to reconstruct the front façade of the existing heritage building at 888 Cambie Street and protect it.

Financial Implications

This project is expected to provide 165 rental units, designation and conservation of the heritage building façade, CAC, DCLs, as well as a public art contribution. See Appendix F for additional details.

Conclusion

The proposed land use, form of development and public benefits are generally consistent with the *Vancouver Official Development Plan, Downtown Rezoning Policy, Hotel Development Policy*, and *Heritage Policies*. The General Manager of Planning, Urban Design and Sustainability recommends approval in principle of the CD-1 By-law in Appendix A subject to conditions contained in Appendix B.

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APPENDIX A
888-896 Cambie Street and 111-191 Smithe Street
PROPOSED CD-1 BY-LAW PROVISIONS

Note: A by-law to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This by-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan attached as Schedule A to this by-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

   [*Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map and will be included with the draft by-law that is prepared for posting.*]

Designation of CD-1 District

2. The area shown within the heavy black outline on Schedule A is hereby designated CD-1 (___).

Uses

3. Subject to approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this by-law or in a development permit, the only uses permitted within this CD-1 and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

   (a) Cultural and Recreational Uses;

   (b) Dwelling Uses, limited to Mixed-Use Residential Building;

   (c) Institutional Uses;

   (d) Live-Work Use;

   (e) Manufacturing Uses;

   (f) Office Uses;

   (g) Retail Uses;

   (h) Service Uses;

   (i) Utility and Communication Uses; and

   (j) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

4.1 The design and layout of at least 35% of the total number of dwelling units must:

(a) be suitable for family housing; and

(b) have 2 or more bedrooms.

4.2 No portion of the first storey of a building, to a depth of 10.7 m from the front wall of the building and extending across its full width, may be used for residential purposes except for entrances to the residential portion.

4.3 All commercial uses and accessory uses must be carried on wholly within a completely enclosed building, other than the following:

(a) display of flowers, plants, fruits and vegetables in combination with a permitted use;

(b) farmers' market;

(c) neighbourhood public house;

(d) public bike share; and

(e) restaurant,

except that the Director of Planning may vary this regulation to permit the outdoor display of retail goods, and the Director of Planning may impose any conditions the Director of Planning considers necessary, having regard to the types of merchandise, the area and location of the display with respect to adjoining sites, the hours of operation and the intent of this by-law.

Floor Area and Density

5.1 Computation of floor area must assume that the site area is 1,459.8 m^2, being the site area at the time of the application for the rezoning evidenced by this by-law, prior to any dedications.

5.2 The maximum floor space ratio for all uses combined is 19.5.

5.3 The total floor area for commercial uses must be a minimum of 10.9.

5.4 Computation of floor area must include all floors having a minimum ceiling height of 1.2 m, both above and below base surface, measured to the extreme outer limits of the building.

5.5 Computation of floor area must exclude:

(a) balconies and decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that:

(i) the total area of these exclusions must not exceed 12% of the permitted floor area, and

(ii) the balconies must not be enclosed for the life of the building;

(b) patios and roof decks, if the Director of Planning considers the impact on privacy and outlook;

(c) floors or portions thereof that are used for:

(i) off-street parking and loading located at or below base surface, provided that the maximum exclusion for a parking space does not exceed 7.3 m in length,

(ii) bicycle storage, and

(iii) heating and mechanical equipment, or uses that the Director of Planning considers similar to the foregoing;

(d) entries, porches and verandahs if the Director of Planning first approves the design;

(e) all residential storage area above or below base surface, except that if residential storage area above base surface exceeds 3.7 m^2 per dwelling unit, there will be no exclusion for any of the residential storage area above base surface for that unit; and

(f) all storage area below base surface for non-dwelling uses.

5.6 The Director of Planning or Development Permit Board may exclude common amenity areas from the computation of floor area, to a maximum of 10% of the total permitted floor area, if the Director of Planning or Development Permit Board considers the intent of this by-law and all applicable Council policies and guidelines.

Building Height

6.1 Building height must not exceed 85.4 m.

6.2 Despite section 6.1 of this by-law and the building height regulations in section 10 of the Zoning and Development By-law, the Director of Planning, after considering the impact on building placement, massing, views, overlook, shadowing and noise, may permit architectural features, common rooftop amenity space or mechanical appurtenances including elevator overrun and rooftop access structures, or any other appurtenances that the Director of Planning considers similar to the foregoing, to exceed the maximum building height.

6.3 Despite sections 6.1 and 6.2, no part of the development shall protrude into the Council-approved protected public views.

Access to Natural Light

7.1 Each habitable room must have at least 1 window on an exterior wall of a building.

7.2 For the purposes of section 7.1 above, habitable room means any room except a bathroom or a kitchen.

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APPENDIX B
888-896 Cambie Street and 111-191 Smithe Street
CONDITIONS OF APPROVAL

Note: Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council of the proposed form of development is in reference to plans prepared by McKinley Studios, received May 21, 2025 with supplemental plans submitted November 18, 2025.

THAT, prior to approval of the form of development, the applicant shall obtain approval of a development application by the Director of Planning or Development Permit Board who shall have particular regard to the following:

Urban Design

1.1 Design development to provide the minimum required tower setback of 12.2 m (40 ft.) to the centreline of the rear lane at the residential tower levels.

Note to Applicant: Refer to the *Downtown Rezoning Policy*, section 12. The intent is to ensure that the tower setback at the residential tower levels equitably accommodates a minimum tower separation of 24.4 m (80 ft.) to the anticipated neighbouring residential tower developments across the lane.

1.2 Design development to enhance the public realm interface and to further strengthen the pedestrian activity by the following:

(a) Along the Cambie Street frontage:

(i) Provision of 4 m (13 ft.) building setback at Levels 1 and 2, excluding the retained heritage façade with high-quality landscape design strategies; and

Note to Applicant: Refer also to the *Downtown (Except Downtown South) Design Guidelines,* section 2. The intent of this condition is provide visual relief and enhance pedestrian comfort at the corner of Smithe and Cambie Street.

(ii) Minimize blank wall condition;

Note to Applicant: Suggested strategies include reconfiguring the location of the luggage and exit stairs away from the pedestrian realm and providing fully glazed exit stairs.

(b) Along the Smithe Street frontage:

(i) Minimize blank wall condition particularly toward the south corner;

Note to Applicant: Refer also to Landscape condition 1.6 and Engineering condition 1.20 (c) (ii). Suggested strategies include exploration of additional building setback at grade with landscape treatment and lowering the floor elevation of café and lounge space to maximize visibility viewed from the pedestrian sidewalk. Ensure SRW is free of any encumbrance such as structure, planter walls and mechanical vents at grade.

(c) Along Cambie Street and Smithe Street frontages:

(i) Provision of continuous weather protection along the full width of the west and north ground level façades of the proposed building excluding the retained heritage façade;

Note to Applicant: An architecturally integral, demountable glass canopy should be of high-quality, durable materials and finishes, should be sloped for positive drainage away from the public realm, and should include integrated rainwater scuppers and leaders, and lighting. An approximate depth to height ratio of 7:10 or 6:9 is encouraged for a functioning canopy design.

(d) Along the rear lane:

(i) Demonstrate design strategies with exploration of improved landscape and surface treatment where possible;

(e) Around the site:

(i) Provision of comprehensive wayfinding strategies with legible and inviting building entrances, particularly the residential entrance located on Cambie Street and enhanced lighting strategies to provide for visually appealing and active illumination of the public realm;

Note the Applicant: An architectural, landscape lighting and wayfinding strategies should be provided at the time of the development permit application demonstrating the design approach and distinguishing the commercial and residential entries on Cambie Street. Refer also to Landscape condition 1.7.

1.3 Design development to improve the livability of the dwelling units;

Note to Applicant: Refer to the *High-Density Housing for Families with Children Guidelines* and Housing condition 1.9. This can be achieved as follows:

(a) Provide functional private outdoor open space for all dwelling units; and

Note to Applicant: Balconies should be at least 1.8 m (5.9 ft.) x 2.7 m (8.9 ft.).

(b) Enhance the quality and functionality of indoor and outdoor amenities, including the children's play area;
Note to Applicant: The amenities on Level 14 and rooftop should include design elements that support a variety of activities. Indoor amenities should include a

kitchenette and a universal washroom. Outdoor amenities should include a variety of landscape elements. Ensure that children's play area are located adjacent to indoor amenity space to enable parental supervision, maximize sunlight access and features design elements that encourage play and activities for different ages.

1.4 Design development to explore reducing the apparent bulk and massing of the residential tower;

Note to Applicant: Suggested strategies include further reducing the tower floorplate size, refining fenestrations, providing required balconies, and incorporating materials and detailing that contribute to visual interest and human scale.

Landscape

1.5 Tree retention, removal, and/or replacement will be coordinated with Park Board Urban Forestry. It is recommended to initiate this coordination sooner than later by emailing pbdevelopment.trees@vancouver.ca.

1.6 Design development to deliver a high-quality public realm, including improved mitigation of blank walls along the Smithe Street frontage. This may be achieved by:

(a) Introducing planting, seating and other design features to add interest for people using the sidewalk; and

(b) Consider ways to create a more active edge along Smithe Street by improving the relationship between the hotel lobby elevation and the sidewalk, enhancing visibility into and out of the lobby.

Sustainability

1.7 All new buildings in the development will meet the requirements of the *Green Buildings Policy for Rezonings* (amended November 27, 2024) located here: https://guidelines.vancouver.ca/policy-green-buildings-for-rezonings.pdf.

Note to Applicant: Refer to the most recent bulletin *Green Buildings Policy for Rezonings – Process and Requirements.*

Housing

1.8 The design and layout of at least 35% of the dwelling units must:

(a) Be suitable for family housing; and

(b) Include two or more bedrooms.

1.9 The proposed unit mix, including 30 studio units (18%), 75 one-bedroom units (45%), and 60 two-bedroom units (36%) is to be included in the development permit drawings.

Note to Applicant: Any changes in the unit mix from the rezoning application may be varied under the discretion of the Director of Planning or Development Permit Board provided that it does not go lower than 35 % of the market rental units and 35 % of the below-market rental units, designed to be suitable for families with children.

1.10 The development should be designed in accordance with the High-Density Housing for Families with Children Guidelines, including the provision of:

(a) An outdoor amenity area to include areas suitable for a range of children's play activities and urban agriculture appropriate in size for the scale of the project and situated to maximize sunlight access (S. 3.3.2, 3.4.3);

(b) A minimum of 2.3 sq. m (24.7 sq. ft.) of bulk storage for each dwelling unit (S. 4.4.2);

(c) A multi-purpose indoor amenity space appropriate in size for the scale of the project, with a wheelchair accessible washroom and kitchenette. Consider positioning this adjacent to the children's play area to enable parental supervision from the amenity room (S. 3.7.3); and

(d) A balcony for each unit with 1.8 by 2.7 m minimum dimensions (S. 4.3.2).

Note to Applicant:

(i) The guidelines prescribe a set of performance criteria for common indoor and outdoor amenity spaces to sufficiently contribute towards livability. If a ratio of minimum 2.0 sq. m (21.5 sq. ft.) per dwelling unit for outdoor amenity space, and at least 1.4 sq. m (15 sq. ft.) per unit for indoor amenity space, is provided, staff will consider those performance criteria to have been met.

(ii) Bulk storage should be designed in accordance with the Bulk Storage and In-suite Storage – Multiple Dwelling Residential Developments Bulletin.

Engineering

1.11 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (City of Vancouver Design Guidelines, Construction Standards and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site prior to building permit issuance.

1.12 Note to Applicant: Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems. Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to occupancy permit issuance. Please contact Engineering Services at shoringreview@vancouver.ca for details.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx#shoring-and-excavation

1.13 The owner or representative is to contact Engineering Services at StreetUseReview@vancouver.ca to acquire the project's permissible street use after building permit issuance.

Note to Applicant: Prepare a mitigation plan to minimize street use during excavation & construction (i.e., consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60-day lead time is required for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

https://vancouver.ca/home-property-development/construction-street-use-permits.aspx

1.14 Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.

1.15 Provision of a lighting simulation to support all offsite lighting upgrades to City standards and IESNA recommendations.

1.16 Provision of garbage and recycling storage amenity design to the satisfaction of the General Manager of Engineering Services as presented in the Garbage and Recycling Storage Amenity Design Supplement.

Note to Applicant: Draw and label container outlines and if the site is mixed use, demonstrate separated solid waste amenities for use types, and label each amenity.

Amenities designed below grade should enable access and pick up from a location without reliance of the lane for extended bin storage. If this cannot be confirmed, then an on-site garbage bin staging area is to be provided adjacent the lane. Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

1.17 Provision of the following design or planning details as they relate to the waste collection, loading, and staging:

(a) A collection/loading area that is located where interference with pedestrian traffic and other vehicular access is minimal; and

(b) A 6.5-7.5 m clearance where the collection vehicle is tipping a front-end bin.

1.18 Provision of a waste management plan that includes the following:

(a) A description for how the garbage and recycling bins are to be transported to the designated staging area, including who is responsible for transporting the bins.

(b) A description of the following:

(i) Types of waste streams to be provided: garbage, organics, mixed papers, mixed containers and glass;

(ii) Quantity, stream and capacity of container for each waste stream; and

(iii) Collection frequency of each waste stream.

1.19 Provision of a turn analysis through the building site to verify sufficient clearance is available for waste collection vehicles to maneuver and service the waste containers.

1.20 Submission to Engineering of an updated landscape plan reflecting all the public realm changes, including demonstration of:

(a) Display of the following note(s):

(i) "This plan is "**NOT FOR CONSTRUCTION"** and is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive “For Construction” approval and related permits are issued. Please contact Engineering, Development and Major Projects and/or your Engineering, Building Site Inspector for details.”

(ii) "Tree species, final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil volumes. Installation of Engineered Soil may be required to obtain appropriate soil volumes based on site conditions. Root barriers shall be of rigid construction, 8 feet long and 18 inches deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Planting depth of root ball must be below sidewalk grade. Contact Park Board at pbdevelopment.trees@vancouver.ca for inspection after tree planting completion".

(iii) “The required Green Infrastructure improvements on 888 Cambie Street will be as per City-issued design.”

Note to Applicant: Callouts must be included along with the note.

(b) Existing locations of:

(i) Street furniture; and

Note to Applicant: For drawings with existing street furniture displayed, a note must be added stating:

“All removals, relocations, reinstallations and replacements of street furniture must be carried out by the City Street Furniture Contractor in coordination with the City Street Furniture Coordinator.”

(ii) Poles and guy wires.

Note to Applicant: Poles and guywires that are to be removed or relocated must be called out and the existing and proposed locations shown. Letters must be provided from the appropriate public utility companies that confirm that pole relocation proposed is possible.

(c) Deletion of:

(i) Proposed Residential and Hotel Class B bike racks shown on City property.

(ii) All building structure and any features such planter walls, landscaping, stairs, and mechanical vents proposed at grade within the SRW area along Smithe Street.
Note to Applicant: The SRW is required for public sidewalk purposes and must allow for unobstructed pedestrian movement through the area.

(iii) Any proposed portions of gates / doors that swing more than 0.3 m (1 ft.) over the property lines or into an statutory right-of-way (SRW) area.

Note to Applicant: Door swings into the lane. Ensure it does not exceed allowable limits (See L-1.01, RZ23.00 and RZ30.08).

(d) All proposed streetscape materials on City property to be City standard materials.

Note to Applicant: Deviations from the standard streetscape materials must be justified in a report and approved by City prior to the DP application. Encroachment agreements may be required for non-standard streetscape materials on City property.

Note to Applicant: Where a design detail is not available, make note of the improvement on the plan. Public realm changes include all off-site improvements sought for this rezoning. The Streets Design Guidelines are viewable online at https://vancouver.ca/streets-transportation/streetscape-design-guidelines.aspx and are to be used alongside the City design guidelines and construction standards.

1.21 Parking, loading, bicycle, and passenger loading space quantities must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.

Note to Applicant: Estimated Parking By-law deficiencies include accessible spaces, Class A Passenger loading spaces, and Class B loading spaces. Engineering can support 1 parallel Class C passenger space located in the lane directly adjacent the site with provision for hammerhead space on-site to turnaround the Class C passenger design vehicle.

1.22 Provision of parking access, per Parking By-law Section 4 and the Design Supplement:

(a) Two-way vehicle flow, including:

(i) Convex mirrors at the top and bottom of the main parkade ramp.

1.23 Provision of Loading spaces, per the Parking By-law Section 5 and the Design Supplement, including:

(a) Minimum 1.3 m (4.3 ft) side clearance for Class B spaces.

1.24 Provision of bicycle spaces, per Parking By-law Section 6, including:

(a) Class B spaces fully on private property.

1.25 Update the architectural plans to provide:

(a) All types of parking, loading, bicycle, end-of-trip facilities and passenger loading spaces individually numbered, and labelled on the drawings;

(b) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates considering mechanical projections and built obstructions; and

(c) Design elevations at all breakpoints on both sides of ramps, drive aisles, loading and passenger loading spaces, accessible spaces, and entrances.

1.26 Provision of a sewer abandonment plan by the Developer's Engineer that details the following:

(e) Abandonment or removal of all existing storm, sanitary, and combined connections to the development site.

Note to Applicant: The abandonment plan is required to be reviewed and accepted by the City Engineer prior to issuance of the sewer permit.

1.27 Provision of all third-party utility services (e.g., BC Hydro, Telus, and Shaw) to be underground, BC Hydro service to the site to be primary, and all required electrical plants to be provided within private property.

Note to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features.
For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

1.28 A Key Plan shall be submitted by the applicant and approved by the City prior to any third-party utility drawing submissions, and third-party utility service drawings will not be reviewed by the City until the Key Plan is defined and achieves the following objectives:

(a) The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan https://vancouver.ca/files/cov/engineering-design-manual.PDF; and

(b) All third-party service lines to the development are to be shown on the plan (e.g., BC Hydro, TELUS, and Shaw, etc.) and the applicant is to provide documented acceptance from the third-party utilities prior to submitting to the City.

Note to Applicant: It is highly recommended that the applicant submits a Key Plan to the City for review as part of the building permit application.

Use of street for temporary power (e.g., temporary pole, pole mounted transformer or ducting) is to be coordinated with the city well in advanced of construction. Requests will be reviewed on a case- by-case basis with justification provided substantiating need of street space against other alternatives. If street use for temporary power is not approved, alternate means of providing power will need to be proposed. An electrical permit will be required.

https://vancouver.ca/files/cov/Key%20Plan%20Process%20and%20Requirements.pdf

1.29 Show all City supplied building grades (BGs) and entranceway design elevations (DEs) on the architectural and landscape plans, while ensuring any topographic survey used for design purposes is derived from a benchmark with elevations consistent with those denoted on the City issued building grade plan.

Note to Applicant: When providing additional property line elevations for proposed entrances, interpolate a continuous grade between the elevations provided on the City supplied building grade plan.

For more information, please contact Engineering, Streets Design Branch at building.grades@vancouver.ca or call 604-871-6373. https://vancouver.ca/home-property-development/building-grades-for-sidewalk-and-street-elevation.aspx.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, and the General Manager of Engineering Services, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

2.1 Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for consolidation of Lots 25 to 28 Block 68 District Lot 541 Plan 2565 and Lot 29, Except the East 2 Feet Block 68 District Lot 541 Plan 2565 to create a single parcel.

2.2 Provision of a statutory right-of-way (SRW) for public pedestrian use over a portion of the site, adjacent to Smithe Street, to achieve a 1.0 m offset distance from the property line. The SRW will be free of any encumbrance such as structure, stairs, planter walls, and mechanical vents at grade and is to accommodate the underground parking structure within the SRW agreement.

2.3 Provision of a statutory right-of-way (SRW) for public pedestrian use over a portion of the site, adjacent to Cambie Street, to achieve a 5.5 m offset distance from the back of the existing curb to the building face for the portion of the frontage where the heritage façade is not being retained. The SRW will be free of any encumbrance such as structure, stairs, planter walls, and mechanical vents at grade and is to accommodate the underground parking structure within the SRW agreement.

Note to Applicant: A survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property line to determine the final SRW width required.

The preparation of this legal agreement includes statutory rights-of-way and the requirement for collection of a fee for service and will be due prior to issuance of the development permit.

2.4 Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "Services") such that they are designed, constructed, and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided. The timing for the delivery of the Services shall be determined by the General Manager of Engineering Services in his sole discretion and holds shall be placed on such permits as deemed necessary in his sole discretion. The Services are not excess and/or extended services, and the applicant is not entitled to a Latecomer Agreement. Note to Applicant: For general Latecomer Policy information refer to the website at https://vancouver.ca/home-property-development/latecomer-policy.aspx#redirect.

(a) Provision of adequate water service to meet the domestic and fire flow demands of the project.

Note to Applicant: Based on the confirmed Fire Underwriter's Survey Required Fire Flows and domestic flows submitted by Aplin & Martin Consultant's Ltd. dated November 18, 2025, no water main upgrades are required to service the development.

The main servicing the proposed development is 200 mm on Cambie Street or 300 mm on Smithe Street. Should the development require water service connections larger than the servicing main, the developer shall upsize the existing main to the satisfaction of the General Manager of Engineering Services. The developer is responsible for 100% of the cost of the upgrade. The maximum water service connection size is 300 mm.

Should the development's Fire Underwriter's Survey Required Fire Flow calculation change as the building design progresses, a resubmission to the City of Vancouver Waterworks Engineer is required for re-evaluation of the Water System.

(b) Provision of adequate sewer (storm and sanitary) service to meet the demands of the project.

Note to Applicant: Implementation of development(s) at 888 Cambie Street does not require any sewer upgrades.

Development to be serviced to the existing 375 mm STM and 250 mm SAN sewers in lane north of Beatty Street.

(c) Note to Applicant: The City of Vancouver Council has approved a Vancouver Building Bylaw change effective January 1st, 2026. The onsite rainwater release rate requirement has been updated to the following: The post-development 10-year flow rate discharged from the site shall be no greater than 25 L/s/Ha of site area, and the first 15 mm of rainfall over areas not covered in landscaping shall be controlled to 5 L/s/ha. The post-development estimate shall utilize the 2100 IDF curves to account for climate change. Acceptable calculation methods will also be specified. This site will be required to comply with these requirements. More information is available at vancouver.ca/rainwater.

(d) Provision of street improvements with appropriate transitions, along Cambie Street, adjacent to the site, including:

(i) Corner curb ramp.

(e) Provision of street improvements with appropriate transitions, along Smithe Street adjacent to the site, including:

(i) Minimum 1.2 m wide front boulevard with street trees;

(ii) Minimum 3.0 m wide broom finish saw-cut concrete sidewalk;

(iii) Corner curb ramp;

(iv) Curb and gutter, including relocation of the existing catch basin as required to accommodate the curb and gutter;

(v) Minimum 1.8 m wide raised asphalt protected bike lane;

(vi) Type E curb between the sidewalk and bike lane; and

(vii) Relocation of the trolley poles and street light pole as required to accommodate the new curb and gutter and bike lane.

Note to Applicant: Road reconstruction on Smithe Street to meet City higher zoned, arterial, bus lane standards.

The City will provide a geometric design for all of these street improvements.

(f) Provision of street improvements with appropriate transitions, along the lane west of Beatty Street, adjacent to the site, including:

(i) Full depth pavement reconstruction; and

Note to Applicant: Lane reconstruction to meet City “Higher-Zoned Lane” standards. If porous asphalt is used in this laneway, the proposed porous asphalt pavement structure shall be designed to meet the same loading performance as the City standard higher-zoned lane pavement structure.

(ii) New standard concrete lane crossing, new curb returns and curb ramps at the existing lane entry at Smithe Street;

Note to Applicant: Refer to the City design guidelines and construction standards.

https://vancouver.ca/streets-transportation/street-design-construction-resources.aspx

(g) Provision of Green Infrastructure improvements to the satisfaction of the General Manager of Engineering Services, including:

(i) Installation of a rainwater tree trench (RTT) along Cambie Street adjacent to the site, to treat and retain 90% of average annual rainfall from the right-of-way (RoW) to the greatest extent practical.

(ii) Installation of a rainwater tree trench (RTT) along Smithe Street adjacent to the site, to treat and retain 90% of average annual rainfall from the right-of-way (RoW) to the greatest extent practical.

Note to Applicant: These improvements generally include placement of street trees, structural soil or soil cell and perforated pipe sub drain connected to the sewer system under proposed sidewalk/bike lane to provide the minimum soil volume storage for street trees as per the Engineering Design Manual. Selected tree species to be coordinated with Urban Forestry, Streets and Transportation.

Building foundation design should take green infrastructure into consideration to protect the foundation from potential impacts caused by infiltration.

Green Infrastructure (GI) should be used to manage rainwater from the street right-of-way as required in the Rain City Strategy. The retention standard for the right-of-way is to treat and retain 90% of average annual rainfall where possible. These design standards are applied to the prescribed GI measures listed above.

(h) Provision of upgraded street lighting (roadway and sidewalk) lighting to current City standards and IESNA recommendations.

(i) Provision of new or replacement duct banks that meets current City standard.

Note to Applicant: Duct banks are to consist of electrical communication ducts and cables and connect to existing electrical and communication infrastructure.

Note to Applicant: The detailed Electrical design is required prior to the start of any associated electrical work and is to conform with the current City Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code, and the Master Municipal Construction Documents.

(j) Provision of street trees where space permits.

Note to Applicant: Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8’ long and 18” deep, centre on each street tree adjacent to the sidewalk and any off-street bike facility. Installation of Engineered Soil under new sidewalks may be required to obtain appropriate soil volumes based on site conditions.

(k) Provision of installation of parking regulatory signage on streets adjacent to the site, to the satisfaction of the General Manager of Engineering Services.

Housing

2.5 Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant to secure all 165 residential units as secured market rental housing units, excluding Seniors Supportive or Independent Living Housing, pursuant to the City's Secured Rental Program, for a term equal to the longer of 60 years and the life of the building, subject to a no-separate-sales covenant and a no-stratification covenant, a provision that none of such units will be rented for less than 90 consecutive days at a time, and such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may require.

Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City at by-law enactment pursuant to Section 565.2 of the Vancouver Charter and a Section 219 Covenant.

Heritage

2.6 Designation of the Cambie Street façade of the "Stanley Brock Building" (888 Cambie Street) by by-law as protected heritage property, with notice of such by-law to be registered in the Land Title Office to the satisfaction of the Director of Planning and the Director of Legal Services.

2.7 Provision of a Section 219 Heritage Restoration Covenant, which is to be completed and registered on title, obligating the owner, and future owners over time, to carry out approved restoration work (including potential reconstruction, see Note to Applicant below) and to protect and maintain the heritage facade, and related matters, to the satisfaction of the Director of Planning and the Director of Legal Services.

Note to Applicant: While demolition and/ or reconstruction in the context of a rezoning is usually not supportable, staff recognize the balance needed to achieve Council policy objectives, including the need for hotel space. Staff concluded that the proposal could be considered in this particular case, noting also that the Vancouver Heritage Commission supported the proposal (see Appendix E). Staff encourage the applicant to continue to explore a full in-situ façade conservation. Staff will provide assistance in achieving in-situ conservation where viable.

Note to Applicant: Digital copies of the approved Statement of Significance / Conservation Plan are to be submitted. Please contact the heritage planner, James Boldt, at james.boldt@vancouver.ca to initiate the drafting of this agreement.

Community Amenity Contribution

2.8 Pay to the City the cash Community Amenity Contribution of $1,381,000 (cash CAC) which the applicant has offered to the City.

Non-stratification Covenant

2.9 Enter into a Covenant pursuant to Section 219 of the Land Title Act satisfactory to the Director of Planning and the Director of Legal Services prohibiting both the separate sale and the strata subdivision of the consolidated site.

Public Art

2.10 Execute an agreement satisfactory to the Director of Legal Services and the General Manager of Arts & Culture for the provision of public art in accordance with the City's *Public Art Policy*, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials.

Provide development details to the satisfaction of the Head of Public Art (a checklist will be provided) confirming the selection of Option A, Art on Site, or Option B, 60% cash-in-lieu of art.

Note to Applicant: Please contact Public Art staff at publicart@vancouver.ca to discuss your application or to set up a meeting to discuss the options further.

Environmental Contamination

2.11 The following conditions must be met prior to enactment of the rezoning:

(a) Submit a site disclosure statement to Environmental Services;

(b) As required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and

(c) If required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements constructed on the site pursuant to this rezoning until separate Certificates of Compliance, satisfactory to the City, for the on-site and off-site contamination, issued by the BC Ministry of Environment and Parks, have been provided to the City.

Agreements

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as registerable charges pursuant to the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

APPENDIX C
888-896 Cambie Street and 111-191 Smithe Street
PROPOSED CONSEQUENTIAL BY-LAW AMENDMENTS

Note: By-laws will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

DRAFT HERITAGE DESIGNATION BY-LAW PROVISIONS

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. Council considers that the real property described as:

Cambie Street façade of the heritage building (Stanley Brock Building)	888 Cambie Street	Lots 27 and 28 Block 68 District Lot 541 Plan 2565 and Lot 29, Except the East 2 Feet Block 68 District Lot 541 Plan 2565; PIDs: 011-209-453, 011-209-470, and 011-209-488

has heritage value or heritage character, and that its designation as protected heritage property is necessary or desirable for its conservation.

2. Council designates the real property described in section 1 of this By-law as protected heritage property under Section 593 of the Vancouver Charter.

DRAFT AMENDMENT TO THE SIGN BY-LAW NO. 11879

Amend Schedule A (CD-1 Zoning Districts Regulated by Part 9) by adding the following:

“888-896 Cambie Street and 111-191 Smithe Street	[CD-1 #]	[By-law #]	DD”

DRAFT AMENDMENT TO THE NOISE CONTROL BY-LAW NO. 6555

Amend Schedule A [Activity Zone] by adding the following:

“[CD-1#]	[By-law #]	888-896 Cambie Street and 111-191 Smithe Street”

* * * * *

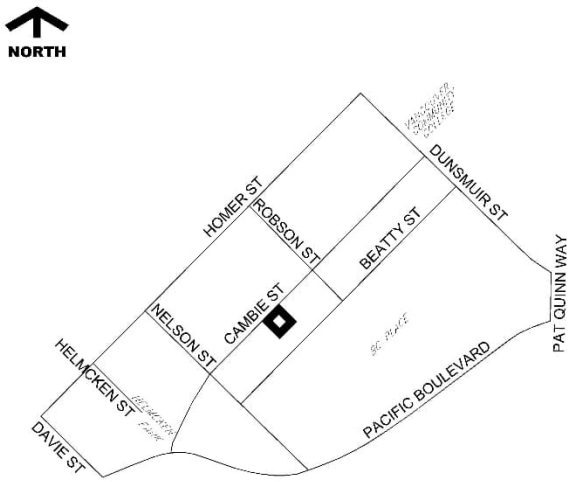
APPENDIX D
888-896 Cambie Street and 111-191 Smithe Street
PUBLIC CONSULATION SUMMARY

Public Consultation Summary

Approximately 799 page views were recorded. A total of 40 comments were received with 25 comments in support for the increase in housing and hotel supply, addition of an active commercial space, and density, and 14 expressing concerns about construction impacts, building height, and impacts on the heritage buildings on site.

Event	Date(s)	Details
Webpage published	November 27, 2025	https://www.shapeyourcity.ca/888-896-cambie-st
Postcard mailed	January 6, 2026	7,524 notices mailed (approximate)
Site sign installed	December 2, 2025	n/a
Online comment form	November 2025 to January 2026	40 submissions • 25 responses support • 14 responses opposed • 1 response mixed
Question and Answer (Q&A) period (2 weeks)	January 7, 2026 to January 20 2026	3 submissions
Other input (phone calls, direct emails, etc.)	November 27, 2025 to January 31, 2026	7 submissions
Total webpage views	November 2025 to January 2026	799 page views
Total Submissions (Comments submitted + questions asked + other input methods)		50 submissions

Map of Notification Area



NOTIFICATION AREA

A summary of public input is provided below, organized by topic.

Areas of support:

- **Housing and Hotel Supply:** Respondents supported the addition of secured rental housing and new hotel rooms in the downtown core, addressing ongoing shortages, and reducing reliance on short-term rentals.
- **Use:** The combination of rental housing, hotel units, and active commercial space is welcomed for contributing to a lively streetscape, supporting local businesses, and enhancing downtown vitality.
- **Location and Density**: The site is viewed as highly appropriate for a tall, mixed-use building given its central location, proximity to transit and stadiums, and alignment with City policies for growth in the downtown area.

Areas of concern:

- **Construction Impacts:** Residents cited significant disruption from ongoing and overlapping construction in the area, including noise, vibration, dust, access issues, and concerns about long-term cumulative impacts on those living and working nearby.
- **Building Height:** Respondents viewed the tower as excessively tall and out of context, contributing to shadowing, loss of views and daylight, reduced privacy, and a sense of overdevelopment in an already dense neighbourhood.
- **Heritage:** Several respondents felt that the façade retention alone is insufficient and that the project inadequately preserves heritage value. Others describe the design as uncreative or incompatible with the surrounding context.

Response to Public Comments

- **Construction Impacts**: Construction noise is regulated by the Noise By-law. Prior to construction the applicant will be required to coordinate construction and street use impacts with the engineering department to secure street space. Any closures must be permitted in advance with proper traffic management plans. Construction street use requests with significant impacts are typically not permitted for long durations, especially if there are multiple projects competing for street use. No cumulative impact study on construction impacts is being undertaken at this time.

- **Building Height:** This application is aligns with policy for height and density and is consistent with building heights in the neighbouring blocks. The proposal has been conditioned to meet tower separation requirements, which enables greater access to day light.

- **Heritage:** Staff concluded that retaining the corner building (896 Cambie Street) was not viable. Only the façade of 888 Cambie Street could be retained due to the incompatibility of the façade with the floor-to-floor heights required for the hotel. This application proposes to dis-assemble and re-construct the Stanley Brock façade incorporating existing materials and details with replacement components as required.

* * * * *

APPENDIX E
888-896 Cambie Street and 111-191 Smithe Street
HERITAGE

Vancouver Heritage Commission – January 12, 2026

888 Cambie Street – Stanley Brock Building – Façade Conservation
VHR Listed
RZ-2025-00048

* * * * *

Prior to the start of item 4, Commissioner Boisvert declared conflict of interest under section 145.2(2.b) of the Vancouver Charter, as their employer is involved with the application. Commissioner Boisvert left the meeting for the duration of the item, and returned when it was complete.

* * * * *

MOVED BY Commissioner Maxwell
SECONDED by Commissioner Fraser

WHEREAS

1. The City of Vancouver has received a rezoning application from McKinley Studios to rezone 888–896 Cambie Street from DD (Downtown District) to CD-1 (Comprehensive Development) to permit the development of a 29-storey hotel and rental residential building; and

2. The site contains two Vancouver Heritage Register (VHR) listed buildings, the Stanley Brock Building (constructed 1944, designed by McCarter and Nairne) at 888 Cambie Street and the Horie Block (constructed 1928, designed by Henry Blackadder) at 896 Cambie Street; and

3. Vancouver City Council's Hotel Development Policy (updated April 2025) encourages hotel development in the Downtown Core through relaxations of restrictions on mixed hotel-residential projects; and

4. The applicant proposes to demolish the Horie Block and to deconstruct/reconstruct the front façade of the Stanley Brock Building and incorporate it into the new development.

THEREFORE BE IT RESOLVED

A. THAT the Vancouver Heritage Commission, having reviewed the Statement of Significance for the Horie Block (prepared by Don Luxton & Associates, April 2024), supports the reasons for its demolition; and

B. THAT the Vancouver Heritage Commission, having reviewed the Statement of Significance for the Stanley Brock Building (prepared by Donald Luxton & Associates, September 2019) strongly encourages retention and conservation of the building's historic façade and character-defining elements and their integration within the new development; and

C. THAT the Vancouver Heritage Commission, having reviewed the Deconstruction and Reconstruction Plan for the Stanley Brock Building (prepared by Luxton, December 2025), endorses the deconstruction, salvage, preservation, and reconstruction strategies as described; and

D. THAT the Vancouver Heritage Commission recommends that a full Conservation Plan for the Stanley Brock Building be completed upon submission of a development application; and

E. THAT the Vancouver heritage commission supports the designation of the reconstructed heritage façade and the accompanying restoration covenant to secure the façade's proper deconstruction and reconstruction; and

F. THAT the salvaging of building materials of the Horie building such as heavy timber or balustrade be pursued and integrated into the new building; and

G. THAT the Vancouver Heritage Commission strongly supports the "laneway reinterpretation façade" of the Stanley Brock Building on the east side of the site in order to compliment and reinforce the historic character of the wide laneway between Cambie and Beatty Streets; and

H. THAT the Vancouver Heritage Commissions recommends that a historic plaque referencing the 2 buildings' former uses be installed somewhere in a public location within the new development.

CARRIED UNANIMOUSLY

Stanely Brock Building, 888 Cambie Street (façade to be protected by a Designation By-law)

Excerpt from the Statement of Significance, prepared by Donald Luxton & Associates Inc.

STATEMENT OF SIGNIFICANCE: STANLEY BROCK BUILDING

Address: 888 Cambie Street, Vancouver, British Columbia
Historic Name: Stanley Brock Building
Original Owner: Stanley Brock Ltd.
Architect: McCarter & Nairne
Contractor: Carter-Halls-Aldinger Co. Ltd.
Date of Construction: 1944

Description of the Historic Place
The two-storey, brick-clad, reinforced masonry Stanley Brock Building is located on Cambie Street in downtown Vancouver. The building exhibits a Modern industrial design as part of an enclave of warehouse buildings located within the northern fringe of Yaletown.

Heritage Value of the Historic Place
Constructed in 1944, the Stanley Brock Building is valued for its association with the mid-century development of a unique block in downtown Vancouver; as a rare example of a wartime purpose-built warehouse; and for its Modern industrial architecture, as designed by prolific architects McCarter & Nairne.

During the great economic expansion of the Edwardian era, numerous warehouses were constructed near False Creek on the downtown peninsula, due to the rail spurs that were laid by the Canadian Pacific Railway across its Yaletown land holdings. The spurs proved to be an effective determinant

of the resulting urban form, as warehouses were designed with loading bays to transfer goods directly to and from the rail lines. While the spurs no longer exist, the intact warehouse district in Yaletown, and along Cambie/Beatty Street, illustrates the height of downtown Vancouver's early and leading position as an ideal locale for the processing, repackaging, and warehousing of a wide variety of goods. The Stanley Brock Building is part of a particularly significant block ('Block 68') of warehouses, exemplifying the area's connection to the rail lines. Block 68 was located at the northern terminus of the rail spurs, indicated by the large, 17-metre wide alley, which could accommodate two parallel spurs, servicing each side of the block. The Stanley Brock Building, constructed in 1944, was the last building to be constructed in Block 68.

The Stanley Brock Building dates from a time of local austerity, when construction was curtailed unless related to wartime activities, and is representative of the many smaller industries that supported daily life, as well as the Allied war efforts during the Second World War. Stanley Brock Ltd., a laundry equipment company, began in Winnipeg before expanding to Montreal and eventually, Vancouver. In 1935, William Stanley Brock, founder of Stanley Brock Ltd., was elected president of the Laundry Owners' Association of the United States and Canada; at the time, the laundry industry was the 12th largest in the United States. The utilitarian nature of the building, and the use of board-formed concrete, reflects the wartime shortage of labour and materials, and the building is a rare example of a warehouse constructed during wartime; it was among the last of its kind constructed in downtown Vancouver.

The Stanley Brock Building was designed by the prolific architectural firm McCarter & Nairne, a partnership formed in 1921 by John Young McCarter (1886-1981) and George Colvill Nairne (1884-1953). McCarter & Nairne was one of the key architectural firms practicing in the province; some of their landmark buildings include the Marine Building in Vancouver (1928-30) and the McLennan, McFeely & Prior Building in New Westminster (1939). An unusually small commission for such popular and prolific architects, their involvement indicates the scale of construction that was occurring during the lean war years. The design of the reinforced concrete Stanley Brock Building provided considerable space for storage of the various laundry machine supplies and other equipment, as well as modern office quarters in the front section of the building. The design of the Stanley Brock Building is sophisticated, despite the utilitarian nature of the structure; features like the fluted pilasters on either side of the front entrance, the buffed brick in various patterns, and the banks of divided light windows add interest to the appearance of the warehouse.

Character-Defining Elements

The elements that define the heritage character of the Stanley Brock Building are its:

- location along Cambie Street, in downtown Vancouver, as part of the northern terminus of the historic rail spurs from Yaletown;
- continuous commercial use since 1944;
- siting at property lines;
- entrance at grade;
- warehouse form, scale and massing, as expressed by its two-storey height (three at rear) and flat roof;
- reinforced concrete construction with buff brick cladding on the front elevation with running bond coursing between at each level and panels of soldier coursed brick between window banks on the first and second levels, and board-formed concrete structure visible on the rear elevation;

- Modern industrial architectural style including its fluted pilasters on either side of the front entrance; and
- original wooden-sash windows, including banks of quintuplicate double-hung horizontal divided sash (two-over-two) assemblies on the front and rear elevations; banks of tripartite assemblies featuring a centre fixed pane with a double-hung horizontal divided sash (two-over-two) assembly on either side; paired double-hung horizontal divided sash (two-over-two) assemblies on both the front and rear elevations; and single double-hung horizontal divided sash (two-over-two) assemblies on the rear elevation; and casement assemblies on the basement level of the front elevation.

Horie Block, 896 Cambie Street (to be demolished)

Excerpt from the Statement of Significance, prepared by Donald Luxton & Associates Inc.

STATEMENT OF SIGNIFICANCE: HORIE BLOCK

Name: Horie Block
Address: 896 Cambie Street, Vancouver, British Columbia
Original Owner: William Horie
Original Architect: Henry Blackadder
Original Contractor: Baynes & Horie
Original Occupant: Alcock Downing & Wright Ltd.
Date of Construction: 1928

Description of the Historic Place
The Horie Block is a three-storey concrete and heavy timber office/warehouse building located at the corner of Cambie Street and Smithe Street in downtown Vancouver. Constructed in 1928, the building exhibits vernacular interwar architecture.

Heritage Value of the Historic Place
The Horie Block is valued for its association with the interwar development of a unique block in downtown Vancouver, for its association with original owner and builder William Horie, and for its interwar industrial architecture, as designed by architect Henry Blackadder.

The Horie Block is significant as part of the interwar development of this area of downtown Vancouver. During the economic expansion of the Edwardian era, numerous warehouses were constructed downtown near False Creek due to the rail spurs that were laid by the Canadian Pacific Railway across its Yaletown land holdings. The spurs proved to be an effective determinant of the resulting urban form, as warehouses were designed with loading bays to

transfer goods directly to and from the rail lines. While the spurs no longer exist, the intact warehouse district in Yaletown, and along Cambie/Beatty Street, illustrates the height of downtown Vancouver's early and leading position as an ideal locale for the processing, repackaging, and warehousing of a wide variety of goods. The Horie Block is part of a particularly significant block ('Block 68') of warehouses, exemplifying the area's connection to the rail lines. Block 68 was located at the northern terminus of the rail spurs, indicated by the large, 17-metre wide alley, which could accommodate two parallel spurs, servicing each side of the block. From its opening in 1928 until the 1970s, this building was occupied by the plumbing and heating wholesale company of Alcock Downing & Wright Ltd., which took advantage of this convenient location to store and ship its large equipment. The Horie Block was among the warehouses constructed in Block 68 during the interwar era.

The Horie Block is valued for its association with original owner, master carpenter, and building contractor William McLeod Horie and the prolific building firm of Baynes & Horie. Originally from Quebec, Horie arrived in Vancouver in 1888, working on his own as a carpenter before partnering with Edgar George Baynes in 1893. The firm prospered as the Lower Mainland developed in the boom years prior to the First World War and during the resurgent interwar period. Between the company's founding and Horie's death in 1940, the firm was responsible for the construction of over one hundred buildings in Vancouver. In addition to their commissioned work, Baynes and Horie also established their own investment properties; Horie developed this building as part of his own portfolio in 1928. The Horie Block remains a tangible example of one of William Horie's interwar investment projects, as constructed by Baynes & Horie.

The Horie Block is significant for its vernacular interwar industrial architecture, as designed by architect Henry Blackadder. The building was developed during the resurgent 1920s when the traditional boundaries of Yaletown were extended to the north to accommodate additional warehouse facilities. Alcock Downing & Wright Ltd., tenants of the Horie Block, benefitted from the close proximity to other manufacturers, as well as the building's rear loading dock, set against the railway tracks, which facilitated the transhipment of the company's products. The building was designed by well-known Vancouver architect Henry Blackadder. Originally from Scotland, Blackadder arrived in Vancouver in 1911, designing many buildings both pre- and post-World War One. Blackadder's dedication to the architectural profession extended beyond his practice. In 1940, he was elected Vice-President of the Royal Architectural Institute of Canada and between 1941 and 1943, he served as President of the Architectural Institute of British Columbia. Blackadder prioritized functionality in the design of the Horie Block and eschewed unnecessary embellishments, resulting in a stoic vernacular building with large windows to daylight the offices and manufacturing spaces within. Today, the Horie Block remains a good example of Blackadder's industrial design work and of the intact streetwall that lines the east side of Cambie Street, which contributes to the early twentieth-century industrial character of the area.

Character-Defining Elements

The elements that define the heritage character of the Horie Block are its:

- Location at 896 Cambie Street in downtown Vancouver;
- corner location on a sloping site, set flush to the property lines and with entrances set at grade;
- industrial form, scale and massing as expressed by its regular, rectangular plan, three storey height, full basement, nail laminated floor, and flat roof;
- cast-in-place concrete perimeter walls and heavy timber interior construction;
- vernacular industrial interwar architecture as expressed by its plain walls and cornice along the roofline of the front and south elevations;

- variety of original wood frame and sash windows including paired multipane casement assemblies across the second and third storeys, large windows along the ground level, some with large, fixed storefront panes with multipane transoms and some large paired multipane casement assemblies with multipane transoms, and basement level wood frame windows;
- recessed Smithe Street entrance with multipane transoms above; and
- interior masonry chimney.

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APPENDIX F
888-896 Cambie Street and 111-191 Smithe Street
PUBLIC BENEFITS

City-wide DCL[1]	$6,110,805
Utilities DCL[1]	$2,750,966
CAC: Cash	$1,381,000
Public Art[3]	$606,331
TOTAL	**$10,849,102**

Other Benefits (non-quantifiable components): 165 rental housing units, secured for the greater of 60 years and the life of the building, and heritage façade retention of 888 Cambie Street.

[1] Based on rates in effect as of December 10, 2025 and the proposed 12,422.9 sq. m (133,719 sq. ft.) of residential floor area and 16,014 sq. m (172,373 sq. ft.) of commercial floor area.

DCLs are payable at building permit issuance based on rates in effect at that time and the floor area proposed at the development permit stage. DCL By-laws are subject to future adjustment by Council including annual inflationary adjustments. A development may qualify for 12 months of in-stream rate protection. See the City's DCL Bulletin for more details.

[3] The Public Art Policy and Procedures for Rezoned Developments requires rezoning proposals having a floor area of 9,290 sq. m (100,000 sq. ft.). Based on rates in effect as of 2016. Rates are subject to adjustments, see Public Art Policy and Procedures for Rezoned Developments for details.

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APPENDIX G
888-896 Cambie Street and 111-191 Smithe Street
REZONING APPLICATION SUMMARY

Property

Address	Parcel Identifier (PID)	Legal Description
888 Cambie Street	011-209-453	Lot 27 Block 68 District Lot 541 Plan 2565
	011-209-470	Lot 28 Block 68 District Lot 541 Plan 2565
	011-209-488	Lot 29, except the east 2 feet Block 68 District Lot 541 Plan 2565
896 Cambie Street and 111-191 Smithe Street	008-407-193	Lot 25 Block 68 District Lot 541 Plan 2565
	008-407-215	Lot 26 Block 68 District Lot 541 Plan 2565

Applicant Team

Applicant/ Developer	Nonni Property Group
Architect	McKinley Studios
Property Owner	A J Six Holdings Ltd. and 888 Cambie Holdings Ltd.

Statistics

	Permitted Under Existing Zoning	Proposed
Zoning	DD	CD-1
Site Area	1,459.9 sq. m (15,714 sq. ft.)	
Land Use	Mixed use	Mixed use
Maximum FSR	N/A	19.5
Maximum Height	N/A	85.4 m (280 ft.)
Floor Area	7,299.5 sq. m (78,571 sq. ft.)	28,248.2 sq. m (304,061 sq. ft.)
Unit Mix	N/A	30 studio units 75 1-bedroom 60 2-bedroom 0 3-bedoom **165 Total**
Natural Assets	0 on-site trees 3 street trees	2 trees proposed for removal 1 tree proposed for retention 4 new street trees proposed 26 new on-site trees proposed Final numbers to be confirmed at development permit stage.

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