1166 West Pender

Rezoning Application Booklet

April 23rd, 2026

RELIANCE PROPERTIES

Hines

HARIRI PONTARINI ARCHITECTS

P+A Landscape Architecture Site Planning



RELIANCE PROPERTIES

Hines

Planning, Urban Design and Sustainability
Rezoning Centre
City of Vancouver
West Annex
515 West 10th Avenue
Vancouver, British Columbia
V5Y 1V4

April 20th, 2026

To whom It may concern,

RE: Rezoning Application Submission – 1166 West Pender Street

We are pleased to submit a formal Rezoning Application to the City of Vancouver for a mixed-use development at 1166 West Pender Street in downtown Vancouver.
The subject site was previously rezoned from DD to CD-1 in 2019, with enactment in 2022, to permit a 32-storey, 33,576 square meter (361,406 square foot) office building (19.4 FSR). The Commercial Linkage fee has been paid, and both the Development Permit (DP) and Building Permit (BP) have been issued. Since that approval, significant shifts in market conditions, combined with updates to the City's Hotel Development Policy and Interim Downtown Rezoning Policy, have enabled an opportunity to reconsider the alignment between the use of this site and evolving City priorities.

The proposal is for a hotel and residential mixed-use development that better reflects current policy directions by:

- Supporting the tourism industry through the delivery of new hotel supply in a high-demand location;
- Contributing to housing supply in a location and form aligned with the Vancouver's Official Development Plan's direction to integrate residential uses within job-rich areas; and
- Enhancing the site's role in delivering a vibrant, complete, and resilient downtown community.

The proposal is consistent with the Downtown Official Development Plan (DODP) and aligns with the Hotel Development Policy and the Interim Downtown Rezoning Policy supporting a more flexible mix of uses in the Central Business District, particularly where projects deliver strong public benefits. The project will also be designed to align with the City's sustainability objectives, including the Green Buildings Policy for Rezonings, supporting Vancouver's climate goals.

This application builds on detailed feedback received in response to a Letter of Enquiry submitted in October 2024, where staff indicated support in principle for a mixed-use approach. The current proposal responds directly to that staff direction and advances a refined concept that balances economic viability with strong public outcomes.

The applicant team looks forward to continued collaboration with City staff and the community through the rezoning process.

Thank you for your consideration.

Regards,

RPHC WP Limited Partnership

Joanna Kwan
Director, Development
Reliance Properties Ltd.

Ershad Chagani
Managing Director
Hines

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Project Team

RELIANCE PROPERTIES

Owner

Reliance Properties Ltd. is focused on enhancing the urban experience in Vancouver through creative solutions to development challenges.

Reliance Properties is a privately owned company that has been contributing to Vancouver's architectural heritage for more than fifty years. From Coal Harbour luxury to award-winning heritage restorations, Reliance continues to create innovative residential and office developments designed to enhance the urban experience.

Reliance provides proactive management and maintenance for all its properties and provides in-house leasing, maintenance, architectural and tenant improvement services. The company focuses on developing long-term tenant relationships and today, many Reliance tenants have been with the firm for over thirty years.

Hines

Owner

Hines is a leading global real estate investment manager. We own and operate $127 billion of assets across property types and on behalf of a diverse group of institutional and private wealth clients. Every day, our 4,600 employees in 30 countries draw on our 69-year history to build the world forward by investing in, developing, and managing some of the world's best real estate.Hines has 151 developments currently underway around the world, and historically, has developed, redeveloped or acquired 2,068 properties, totaling over 732 million square feet. The firm's current property and asset management portfolio includes 837 properties, representing over 299 million square feet. With extensive experience in investments across the risk spectrum and all property types, and a foundational commitment to sustainability, Hines is one of the largest and most respected real estate organizations in the world.

HARIRI PONTARINI ARCHITECTS

Design Architect

Siamak Hariri and David Pontarini founded the Toronto office in 1994 motivated by a shared commitment to design quality. Today their 150-person practice offers its clients in-depth partner involvement through all stages of design and the breadth of building experience and technical expertise to rigorously oversee construction. HPA believes solid relationships result in strong projects. They take pride in forging lasting collaborations with all involved in the design, development and construction process. With each commission, HPA assumes full responsibility to materialize a design vision inspiring to its occupants, attuned to its setting and respectful of stakeholder needs, client budget and timeline. Every project in their diversely scaled, award-winning portfolio reflects the HPA mission to craft architectural and urban solutions that exceed expectations, without excess.

P+A
Landscape Architecture
Site Planning

Landscape Architect

Based in Vancouver, P+A is a versatile landscape architecture and site-planning firm with over 35 years of experience delivering projects ranging from detailed site design to large-scale urban and community planning. The firm emphasizes collaboration, both internally and through a strong network of partners, and has earned recognition from organizations such as the Canadian Society of Landscape Architects, the Canadian Home Builders' Association, and the Waterfront Center. Remaining intentionally medium-sized, P+A focuses on providing thoughtful, innovative, and high-quality design solutions, combining technical expertise with hand-drawn graphics to deliver effective and well-crafted results for each project.

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Section A.

Introduction

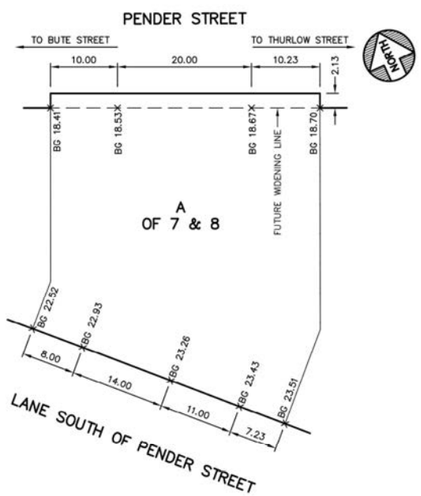
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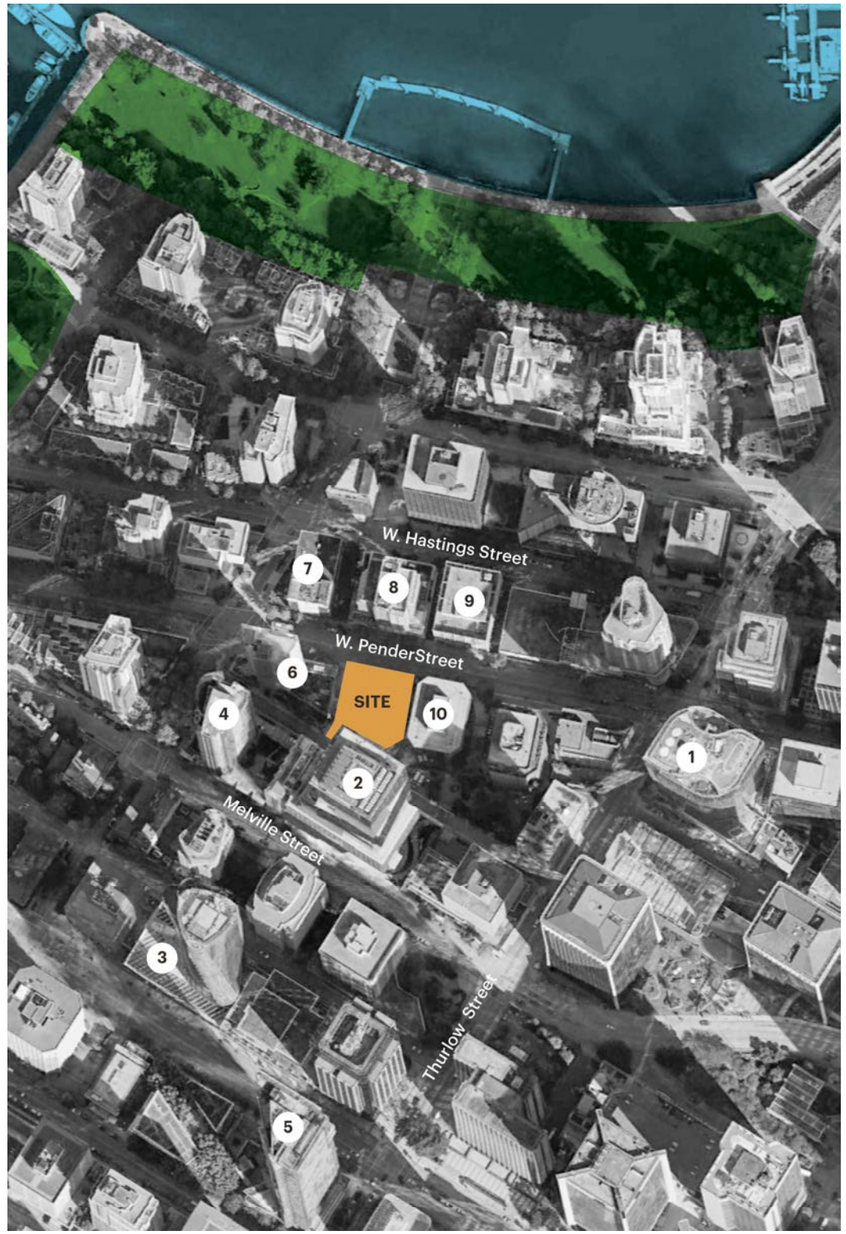
Introduction

The wedge shaped site is located in the Central Business District of the Downtown District Sub Area F. The street face is skewed 21 degrees from its lane face and two side property lines are bent near the rear. An existing office building lies to the East and a mixed-use residential tower with daycare and office podium lies to the West at the corner of Pender and Bute. Directly across the lane is an existing 13-storey hotel (The Loden) and across Pender street is a 20-storey hotel (Coast Coal Harbour).

A number of new projects have recently been constructed in the neighbourhood. Directly across the lane to the South, a 33-storey - 531.5 feet - office building (The Stack at 1133 Melville) replaced the existing 10 storey office and parking structure that was on the site. Further to the South there is Paradox Hotel, a 63 storey tower (1161 West Georgia) which replaced a 9 storey building. Down the street to the East on West Pender a 31 storey office building was constructed at 1090 W. Pender.



Building Grades





1090 West Pender:
Office Building,
31 Storey, 403 Feet



The Stack
Office Building
33 Storey, 530 Feet



1161 West Georgia
Residential + Hotel,
63 storeys, 616 Feet



The Melville
Residential & Daycare,
43-storeys, 403 Feet



The Shangri-La
Residential + Hotel,
62 storeys, 642 Feet

6 **The Sapphire**
Residential & Daycare,
21 storeys, 322 Feet

7 **1199 West Pender**
Office + Retail,
10 storeys, 154 Feet

8 **Coast Coal Harbour Hotel**
Hotel + Restaurant,
20 storeys, 236 Feet

9 **The Shorehill Building**
Office
9 storeys, 127 Feet

10 **1140 West Pender**
Office + Retail
18 storeys, 207 Feet

Rezoning Intent
Previous vs. New Proposed Concept

The original scheme for 1166 West Pender, which received Rezoning approval in 2019, bylaw enactment in 2022, was a 32-storey office tower with a height of 364 feet, providing 354,978 square feet of office space. The building was planned to replace a 15-storey structure and aimed to add commercial office space to downtown Vancouver. Due to market conditions, the project is unable to proceed as previously proposed. The applicant team expects the City of Vancouver to review the revised proposal as per the Downtown Rezoning Policy and the Interim Rezoning Policy.

The new scheme is a 49-storey mixed-use tower, standing at 530 feet, combining 199 hotel units and 340 residential units. It offers approximately 452,205 square feet of built space, with 168,830 square feet for hotel and commercial use, and 283,375 square feet dedicated to residential. The new design features a more slender tower form, greater setbacks, and a smaller tower plate compared to the original office building, better integrating into the surrounding urban context while increasing the total height and program mix.

Original Scheme:
FAR: 19.39
Total FAR Area: 33,570 m^2 | 361,347 ft^2 -
Commercial Area: 33,570 m^2 | 361,347 ft^2

New Proposed Scheme:
FAR: 24.27
Total FAR Area: 42,011 m^2 | 452,205 ft^2 -
Residential Area: 26,326 m^2 | 283,375 ft^2
Hotel Area: 15,685 m^2 | 168,830 ft^2



New Proposed Scheme2026

Site Information

Property Detail	Description
Civic Address	1166 West Pender Street
Legal Address	Parcel a (being a consolidation of Lots 7 and 8, see CA6291851) Block 16 district Lot 185 new Westminster District plan 92
PID	030-250-722
Zoning Designation	CD-1, within "Downtown District" (DD) - Area F
Current Use	Vacant Lot



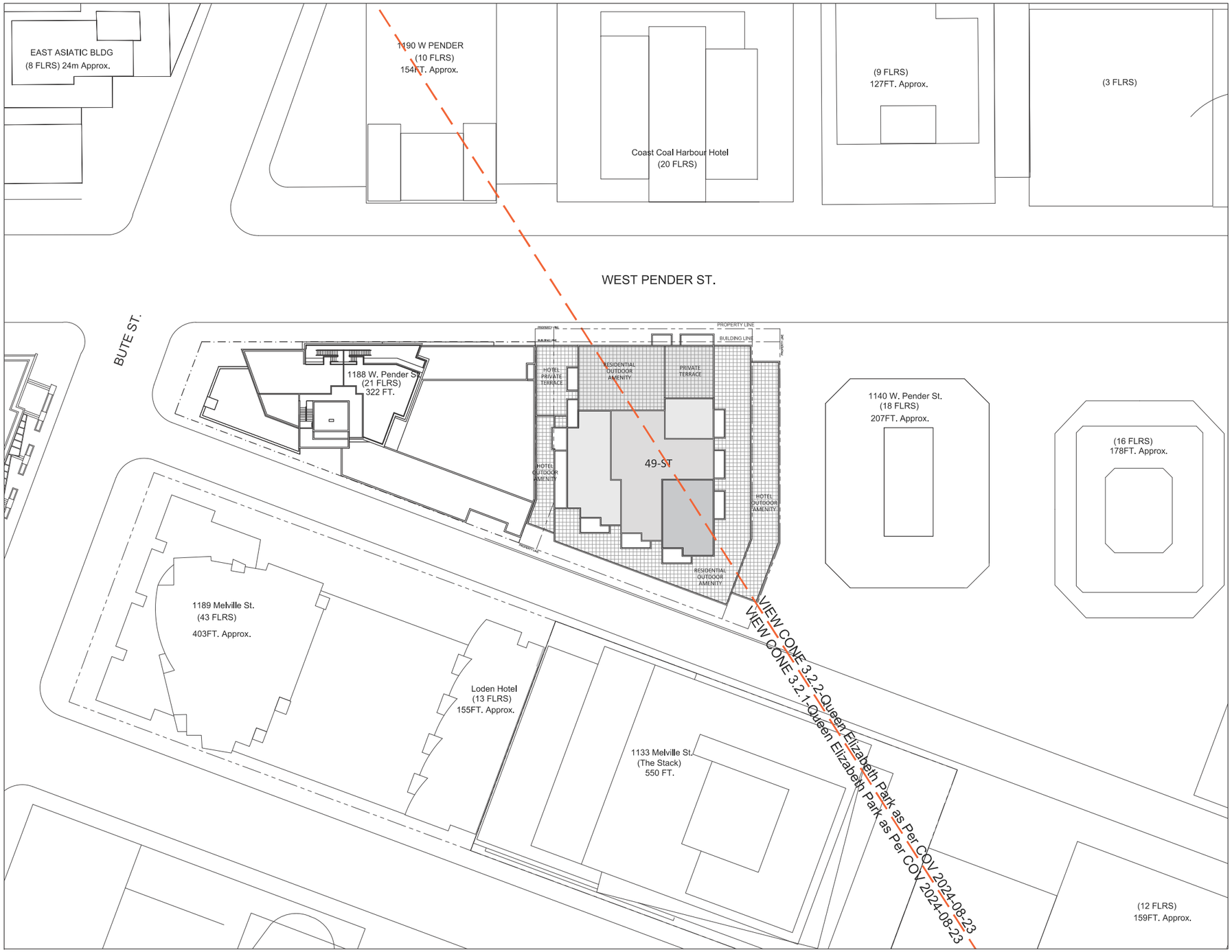
Section B

Context

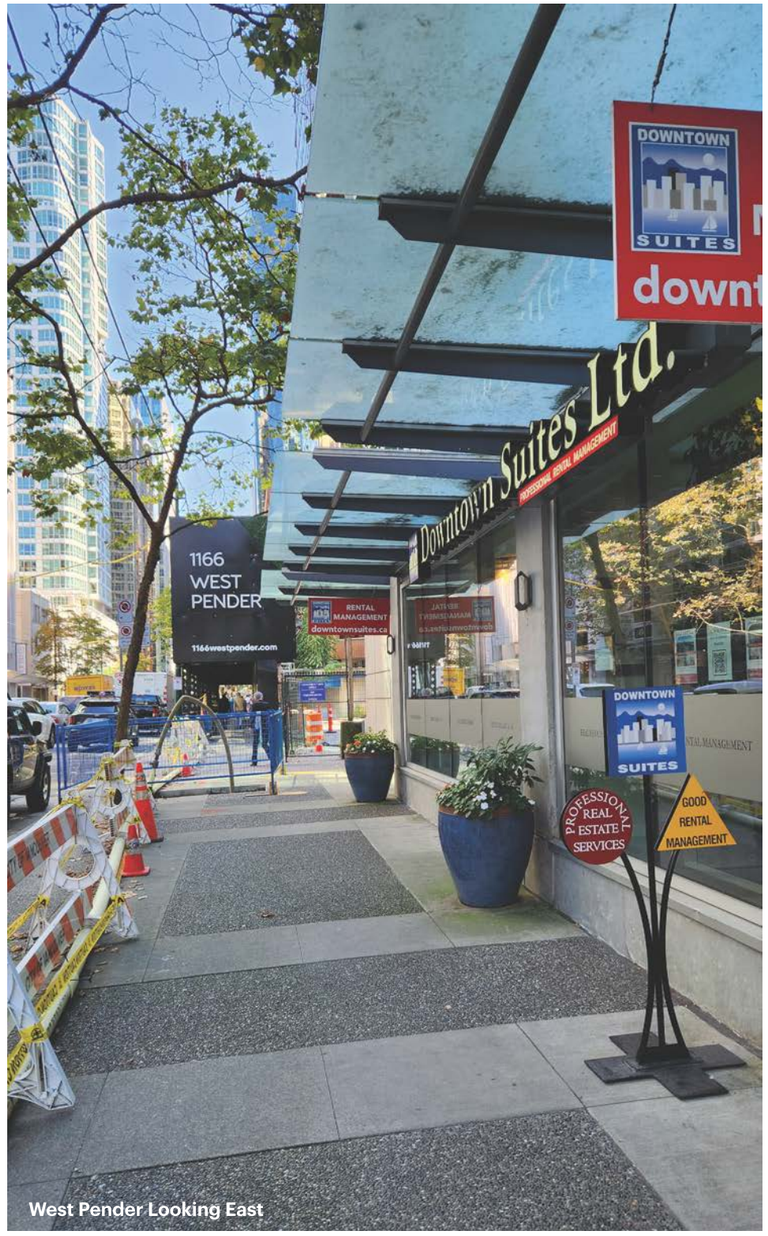
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Context Map


EAST ASIATIC BLDG
(8 FLRS) 24m Approx.
1190 W PENDER
(10 FLRS)
154FT. Approx.
Coast Coal Harbour Hotel
(20 FLRS)
(9 FLRS)
127FT. Approx.
(3 FLRS)
WEST PENDER ST.
BUTE ST.
1188 W. Pender St.
(21 FLRS)
322 FT.
PROPERTY LINE
BUILDING LINE
HOTEL PRIVATE TERRACE
RESIDENTIAL OUTDOOR AMENITY
PRIVATE TERRACE
49-ST
HOTEL OUTDOOR AMENITY
1140 W. Pender St.
(18 FLRS)
207FT. Approx.
(16 FLRS)
178FT. Approx.
1189 Melville St.
(43 FLRS)
403FT. Approx.
Loden Hotel
(13 FLRS)
155FT. Approx.
1133 Melville St.
(The Stack)
550 FT.
VIEW CONE 3.2.2-Queen Elizabeth Park as Per COV 2024-08-23
VIEW CONE 3.2.1-Queen Elizabeth Park as Per COV 2024-08-23
(12 FLRS)
159FT. Approx.

Existing Site Condition



West Pender Looking East

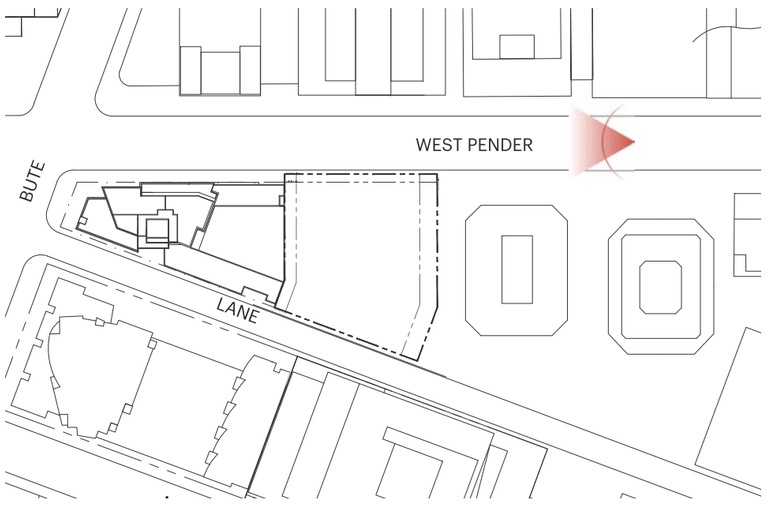


West Pender Looking West

Relationship to Surroundings

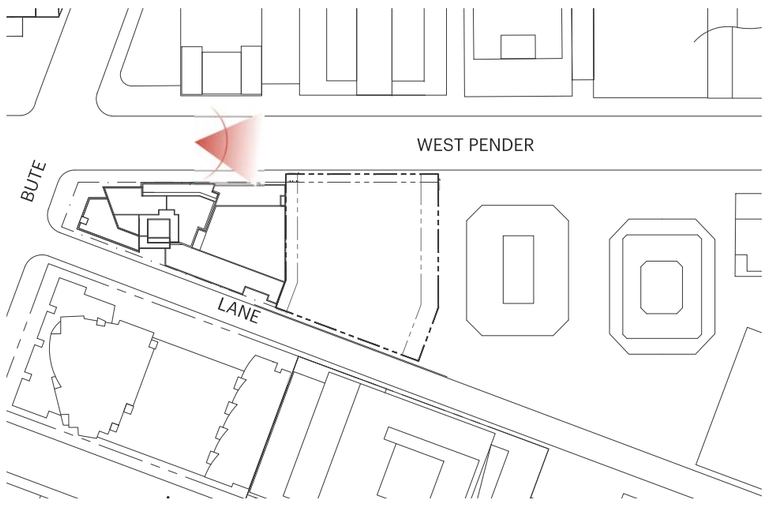


West Pender Looking West





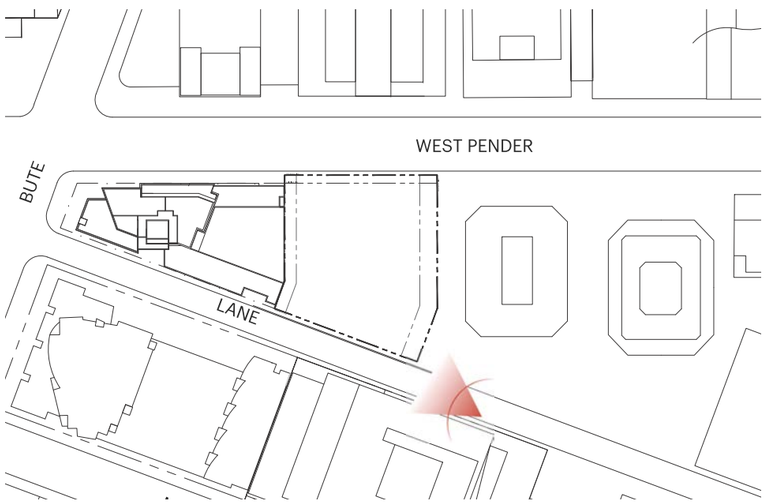
West Pender Looking East

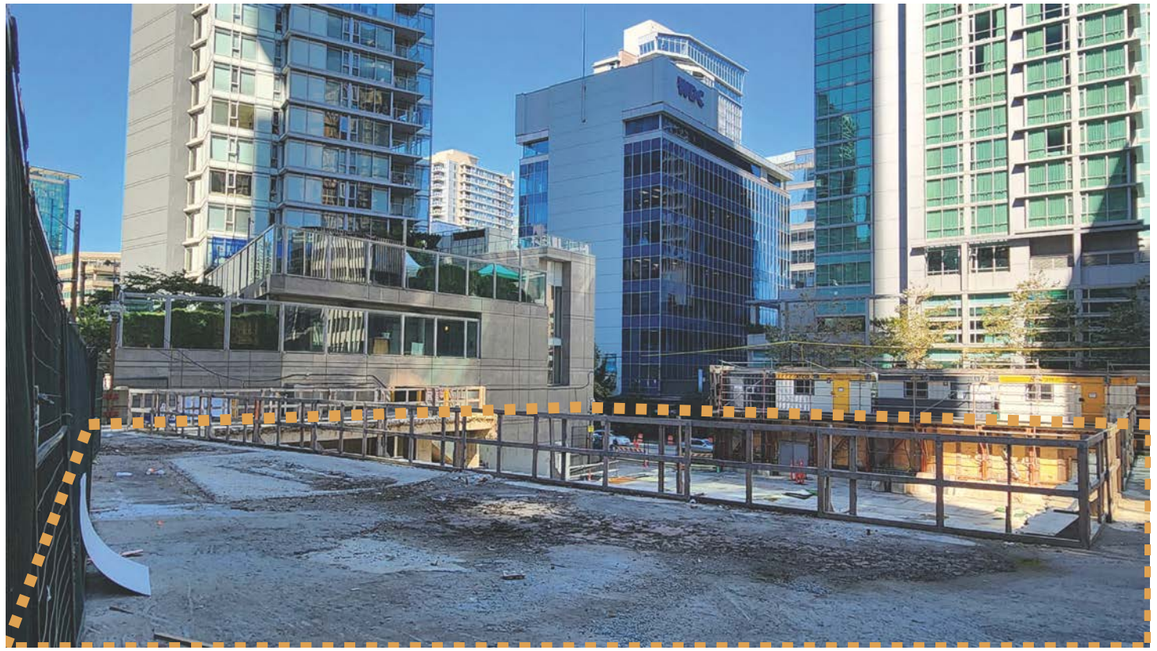


Relationship to Surroundings

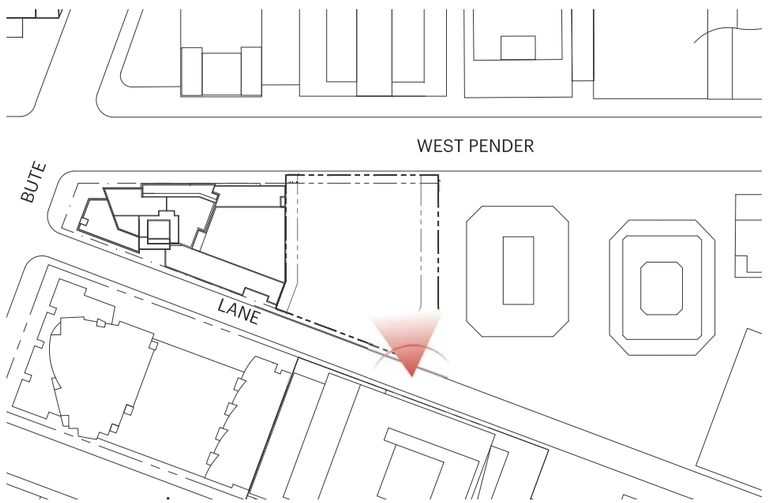


Laneway Looking North West





Laneway Looking North



Zoning Context

The proposed development at 1166 West Pender is situated in sub-area “F” of the Downtown Official Development Plan (1975) (DODP). “Area F” is characterised as a high-density mixed-use district that serves as a transition from the City’s Central Business District (CBD) to a well-established residential area. The existing built form features a diverse mix of office, hotel, and residential buildings. The westerly portion of “Area F” is comprised primarily of residential uses.

As proposed, the development achieves Vancouver Official Development Plan (2026), Downtown Rezoning Policy (2026) and related City objectives of providing a mixture of uses in a single development delivered to a high standard of design. It also supports broader policy direction under the Metro Core Jobs and Economy Land Use Plan (2009) and Vancouver Economic Action Strategy (2011), reinforcing the downtown core as a place to work, live, and visit. The site’s proximity to key cultural attractions, business centres, and public transportation nodes further enhances its ability to deliver substantial benefits to the local community.

Under the Downtown Rezoning Policy (2026), specifically Section 3 Interim Rezoning Policy Requirements and Hotel Development Policy (2025), the proposal aims to maximize the allowable commercial density for the site (9.0 FSR) as per Area “F” requirements in the form of a hotel, a permitted commercial use. The application then also proposes additional residential use within the tower above. This approach satisfies job space objectives under the DODP while enabling redevelopment of a site that would otherwise be constrained.

The proposal will deliver approximately 168,856 sf of new hotel space (199 hotel keys) within Vancouver’s CBD. The project would also include approximately 340 residential suites, addressing both the demand for housing and the need for hotel accommodations close to transit and employment centers.

The tourism industry is one of the biggest economic sectors in the province, supporting numerous businesses in the City of Vancouver. However, the lack of available hotel accommodations poses a dire risk to the local and provincial economy. Failure to provide an adequate supply of hotel rooms could result in billions of dollars in foregone GDP, lost employment opportunities, and a reduced base for tourism and sales taxes. The hotel shortage will increase the cost of visiting Vancouver, making the city less competitive in attracting major conferences, large-scale sporting events, and leisure group travel.

The proposed 1166 West Pender project addresses critical gaps in Vancouver’s housing and hotel sectors while supporting long-term economic growth and aligning with city policies aimed at addressing housing needs and improving the local tourism economy. Its integrated approach ensures the city remains competitive in attracting visitors, business opportunities, as well as being a great place to live and work.









Applicable Policy and Guidelines

Applicable Plans, Policies, & Guidelines

Relevant Council Policies for this site include:

- Vancouver Neighbourhood Energy Strategy (2012)
- Vancouver Economic Action Strategy (2011)
- Green Buildings Policy for Rezoning (2010, last amended 2023)
- Metro Core Jobs and Economy Land Use Plan: Issues and Directions Report (2007)
- City Core 2050 Vision (2017)
- Community Amenity Contributions — Through Rezonings (1999, last amended 2023)
- Public Art Policy for Rezoning Development
- (1994, last amended July 31, 2014)
- Downtown Official Development Plan (1975)
- Downtown Design Guidelines (September 30,1975; last amended December 14, 1993)
- DD (except Downtown South) C-5, C-6, HA-1 and HA-2 Character Area Descriptions (1975, last amendend 2003)
- Bird Friendly Design Guidelines (2015, amended 2017)
- Public Views Guidelines (2024)
- High Density Housing For families with Children (1992, updated 2022)
- Family Room:Housing Mix Policy for Rezoning Projects (2016)
- Bylaw No. 13485, Amendment to Zoning and Development By-law No. 3575 to rezone an area to CD-1" (2022)
- Hotel Development Policy (2025)
- Solar Access Guidelines for the Downtown Peninsula (2025)
- City of Vancouver Official Development Plan (2026)
- Supporting Development Viability and Unlocking New Housing Supply (2025)
- Downtown Rezoning Policy and Interim Rezoning Policy (February, 2026)



Map of Uses Central Business District

Hotel/Residential Mixed-Use Precedents Within the CBD



Fairmont Pacific Rim Hotel and Residences
1038 Canada Pl



Rosewood Hotel Georgia and Private Residences
801 West Georgia Street



Paradox Hotel Vancouver
1161 West Georgia Street



Shangri-La Vancouver and Shangri-La Living
1128 West Georgia Street

View Analysis

Tower Height and View Cones
This application proposes a tower height of 530'- 6" feet, which complies with City of Vancouver allowable height frameworks, view protection requirements, and the surrounding built context within the Central Business District.

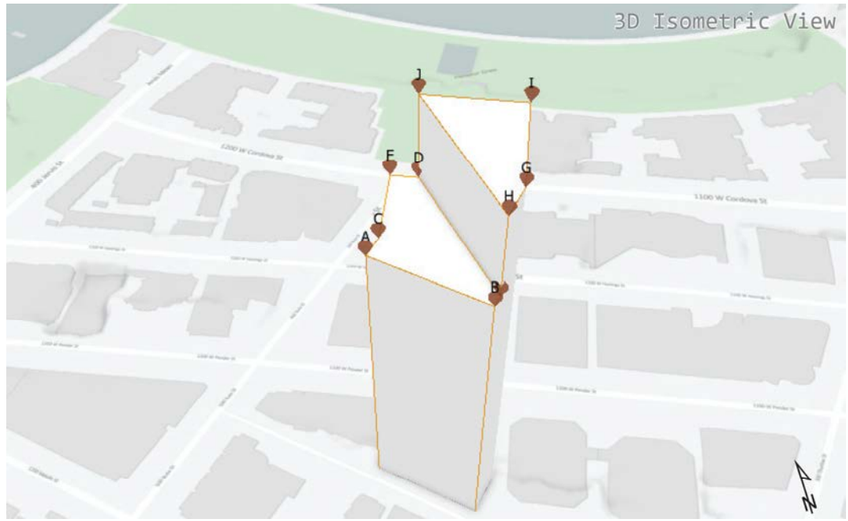
The site is bisected diagonally by the recently updated View Cone 3.2.2 (Queen Elizabeth View Cone) on its easterly half and View Cone 3.2.1 (Queen Elizabeth View Cone) on its westerly half. These view cones govern the maximum permissible elevation across the site, with the more restrictive segment on the west limiting height to approximately 520 feet. The proposed form has been sculpted to remain fully below these protected heights, ensuring no encroachment into protected public views as per the Downtown Rezoning Policy (2026).

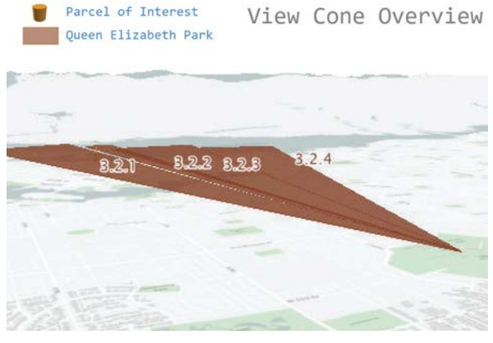
The completed development at 1133 Melville ("The Stack"), is situated south of the site and reaches a total height of approximately 533 ft as it was identified as a high building site in order to provide a visual punctuation to the skyline within the CBD. The proposed tower is positioned within the visual shadow of this tower when viewed from protected public vantage point, and therefore does not introduce additional visual impact on the skyline within the established view corridor.

The Public View Guidelines policy (2026) was recently updated with the goal of unlocking potential new housing and hotel space. This direction from staff and council emphasis balancing view protection with the need to support additional housing, hotel space, and employment uses in transit-accessible locations. The proposed tower height responds directly to this intent.

Overall, the proposed height represents a considered response to regulatory constraints, site-specific view conditions, and the evolving downtown context, achieving additional density without compromising established public view objectives.







label	Geodetic Height (m)	Height from grade (m)	View	Lat	Long
A	145.04	122.5	3.2.1	49.287804	-123.122902
B	144.91	121.61	3.2.1	49.287552	-123.122505
C	145.06	122.52	3.2.1	49.287853	-123.122826
D	145.12	126.88	3.2.1	49.288033	-123.122566
E	144.91	121.62	3.2.1	49.287575	-123.122467
F	145.14	127.3	3.2.1	49.288067	-123.122681
G	177.22	154.83	3.2.2	49.287647	-123.12236
H	177.15	153.85	3.2.2	49.287575	-123.122467
I	177.51	158.97	3.2.2	49.287918	-123.122177
J	177.68	159.44	3.2.2	49.288033	-123.122566

CITY OF VANCOUVER | Planning, Urban Design and Sustainability

BASIC VIEW CONE BUILDING HEIGHT LIMITS
1166 W Pender St

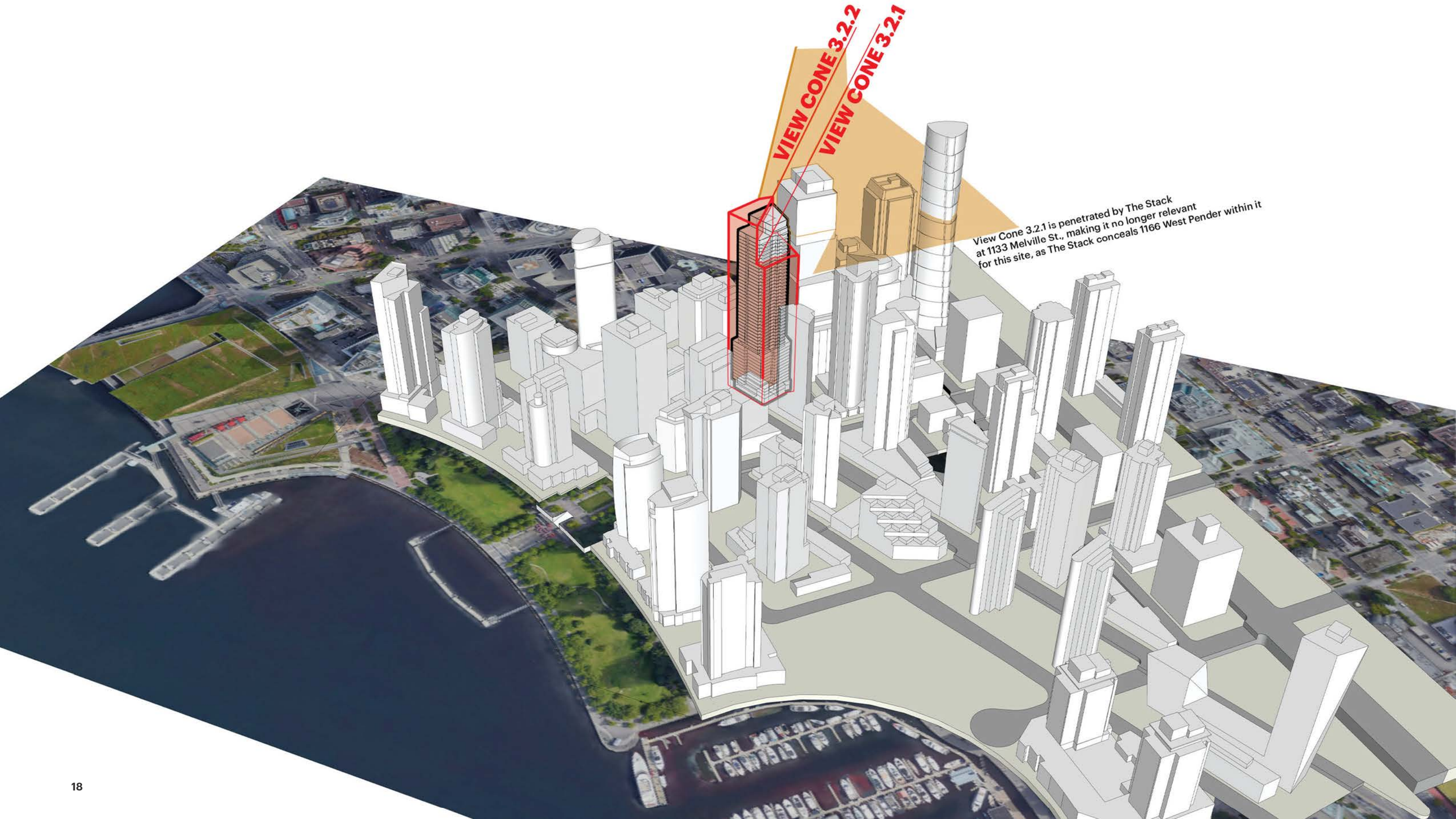
The attached View Cone Illustration indicates the approximate height of the most restrictive View Cone(s) above your site.
Only the geodetic heights listed above should be considered definitive. *As building grades can change, the heights from grade listed above are estimated.
All parts of the development must be located below this height, including mechanical and other rooftop appurtenances.
The heights noted on the attached illustration supersede any previous advice supplied for this site.

Site IDs: **11534378**

View cones limiting the site: **3.2 - Queen Elizabeth Park**

Requested by: **Michael Attard** | Prepared by: **GAR02** | Date: **Friday, August 23, 2024** | Page No: **1 of 1**

View Analysis



Community Benefit

Hotel Demand + Job Space
In line with the Hotel Development Policy (2025) and Section 3 Interim Rezoning Policy this proposed development aims to address City Council's desire for more hotel space as well as provide essential housing located near the largest employment area in the province. This development would contribute to the economic vitality and sustainability of downtown Vancouver by creating otherwise unrealized jobs during the design, construction, and operation of the building.

The real estate and construction sector accounts for 28% of British Columbia's GDP, and together, real estate, construction, and accommodation account for 20% of employment in the province (Doucette & Tazbaz, 2025). Given the challenging economic landscape, catalyzing activity that benefits these sectors will provide a meaningful uplift to the City of Vancouver's economic output, benefiting ancillary sectors and citizens more broadly.

The Vancouver Official Development Plan (2026) outlines strategic initiatives to support and grow the local economy, position Vancouver as a regional job center, and leverage its economic strengths. In line with objectives, the proposed development project is expected to engage several hundred skilled professionals locally throughout its lifespan in development, construction and operations.

The hotel portion of the project envisions supporting 199 hotel keys with food and beverage offerings, meeting and conference spaces, and various amenities. The hotel is expected to contribute approximately 80 to 125 full-time equivalent (FTE) employees at this specific location, with the precise range contingent on the specific operator(s) involved.

Key employment opportunities include but are not limited to:

- Hotel management and support staff: managers, service staff, administrators, housekeeping, valet, security, etc.
- Food and Beverage: managers, servers, chefs, etc.
- Health and Wellness: personal trainers, aestheticians, massage therapists, etc.

The redevelopment of 1166 West Pender will meet the desired outcomes of the Hotel Development Policy (2025) by creating significant job space that would otherwise be unrealized in Vancouver's downtown.

DCLs
New developments are subject to paying Development Cost Levies (DCLs) in accordance with the established City of Vancouver policy. The proposed project will be required to make a substantial financial contribution to the City through the payment of DCL fees. DCLs play a pivotal role in generating essential revenue for various municipal facilities, including parks, childcare centers, social and non-profit

housing initiatives, as well as engineering infrastructure projects. The project's DCL fee payment provides substantial community benefit by financially bolstering the community and supporting critical civic amenities.

Public Art
As part of the framework of the rezoning process, the proposed development would be subject to the City of Vancouver's Public Art Policy and Procedures for Rezoned Developments (2025). As per the policy, the subject site would contribute a substantial public art budget. Given the proposed development's scale, location, and use, the applicant would intend to proceed with Option A for Onsite Artwork. Early prospective locations have been proposed within the rezoning submission. The site allows an exceptional opportunity to introduce unique public artwork to this bustling downtown block. It also offers a meaningful chance to promote reconciliation by potentially involving First Nation artists in the selection process. Such an installation would contribute to a distinctive cityscape and enrich the experience of public places and the built environment. This decision stands to significantly benefit the local community.

Transit-Oriented Community Benefits
The proposed development delivers meaningful community benefit by advancing transit-oriented growth objectives articulated in the City's Transit-Oriented Areas Rezoning Policy and station-area planning frameworks. By introducing new housing supply within 500m of Burrard SkyTrain station, the project supports compact, complete communities that prioritize sustainable mobility and reduce reliance on private vehicles. The development leverages existing transit and municipal infrastructure, expands housing choice, and contributes to a vibrant, walkable, and well-connected neighbourhood, reinforcing the City's long-term objectives for inclusive, transit-supportive urban development.









Sustainability Measures

Sustainability

All rezonings must comply with the City's Green Building Policy for Rezonings, which calls for either Near Zero Emissions Buildings or Low Emissions Green Buildings as a base point of sustainability measures. The proposed scheme seeks to meet all required sustainability policies and aims to be a leader in advanced sustainable design. As a mixed-use project, many synergies can be exploited, including energy sharing between components and the benefit of zero commute time for residents who may work in the same or adjacent buildings or close by.

The projects sustainability approach has been developed at a high level for rezoning and is supported by embodied carbon and resilience submissions. Building systems commissioning and energy metering strategies will be further developed through subsequent design stages.

A primary focus will be on developing a high-performance building envelope that maximizes glazing while ensuring optimal user comfort and minimizing energy expenditure. In addition, the project is committed to minimizing both operational and embodied carbon, integrating low-carbon technologies and sustainable construction practices throughout. These efforts will help reduce the building's long-term environmental footprint, aligning with the City's broader climate action goals.

Access to Nature

The site is located within walking distance of waterfront open spaces and nearby parks, including Harbour Green Park, Coal Harbour Park and Art Phillips Park. Landscaped outdoor amenity space, including a planted rooftop terrace for residents, is also proposed within the development.

Low-Carbon Energy Supply

The applicant will study if the project can tie into district energy systems providing a low-carbon fuel source and will also consider technological solutions to reduce carbon energy use.

Green Mobility

The project benefits from proximity to dedicated cycling infrastructure, including connections along the seawall to Stanley Park and links to downtown Vancouver in the opposite direction. Supporting cycling as a practical option for communting, recreation and daily travel. Bicycle parking for residents and visitors will be provided on site. Electric plug-in parking and opportunities for parking synergies between the hotel building and proposed residential tower during business hours will be explored. By introducing residential space to the downtown core, residents will be in close walking distance to employment, thus reducing urban sprawl. The site has a walk score of 95 and a transit score of 100, making it a desirable location for a mixed-use development.

Rainwater Management

The project will explore site rainwater management strategies and opportunity for water reuse, where feasible, to help reduce runoff and support sustainable water use. On-site rainwater harvesting and other strategies will be explored to reduce run-off.

Public Transit

The project is located just 500 metres away from the Burrard Street SkyTrain Station, and 650 metres from the Granville Street Station which provides access to the Canada Line and Expo Line.

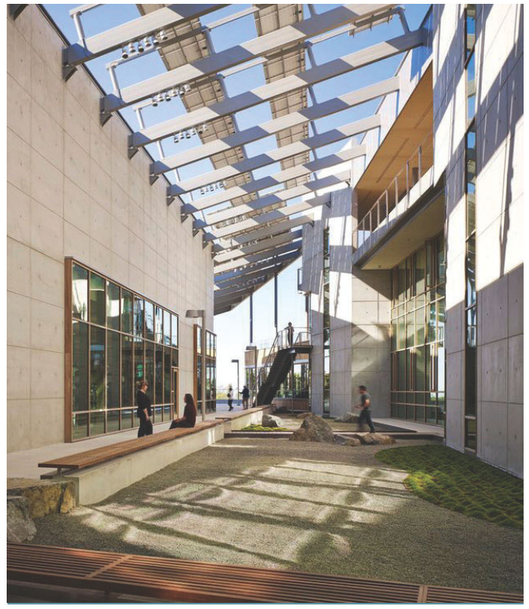
Climate Resilience

The project team will continue to refine a package of climate resilience strategies through design development, including exploring strategies to maintain thermal comfort, overheating risk and support occupant well-being during extreme weather events, consistent with th City guidance for resilient buildings.



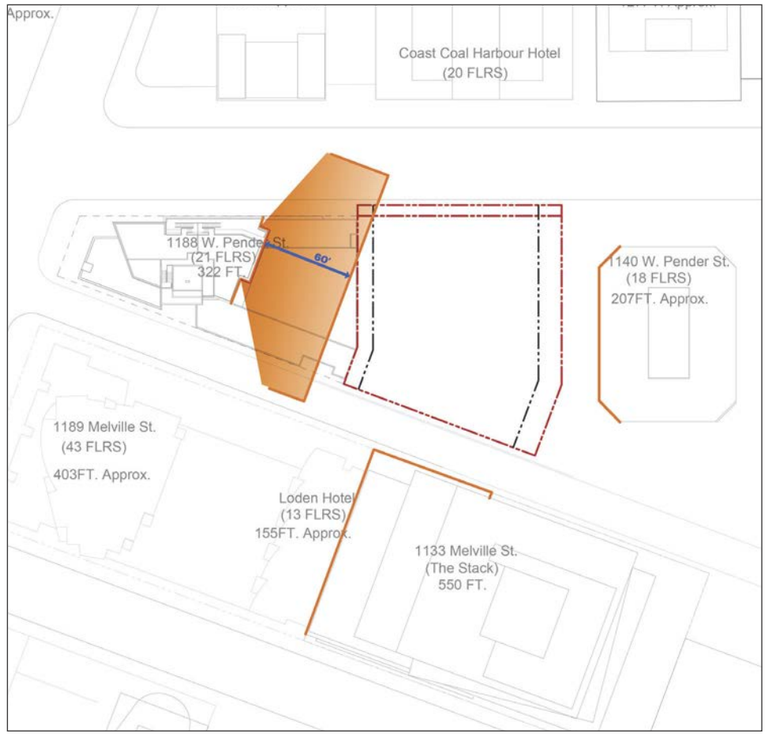


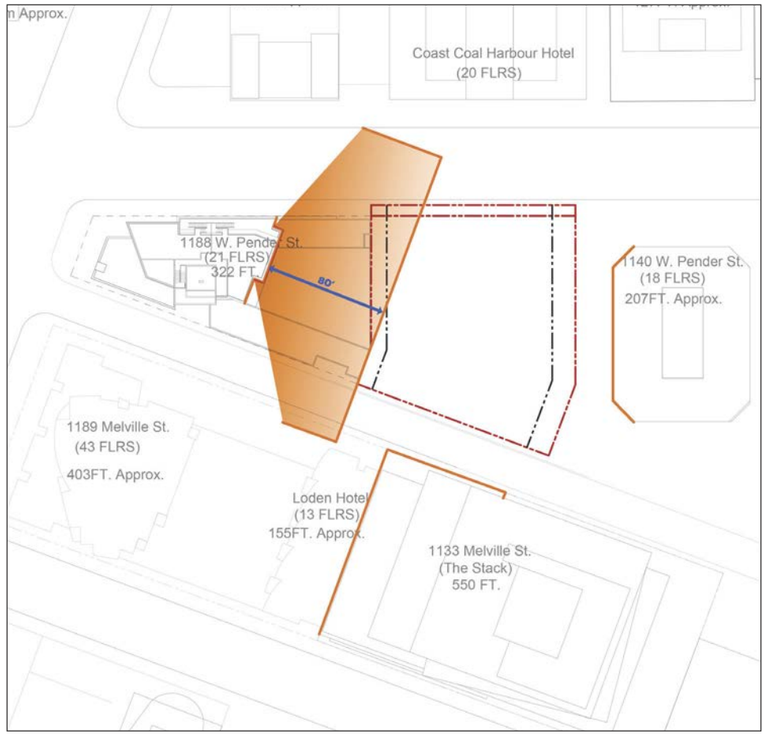


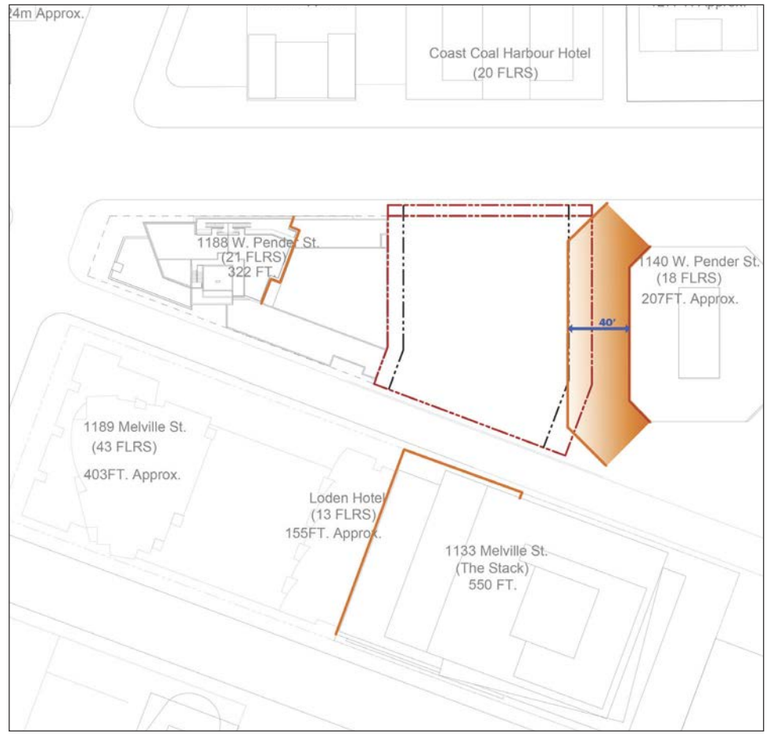




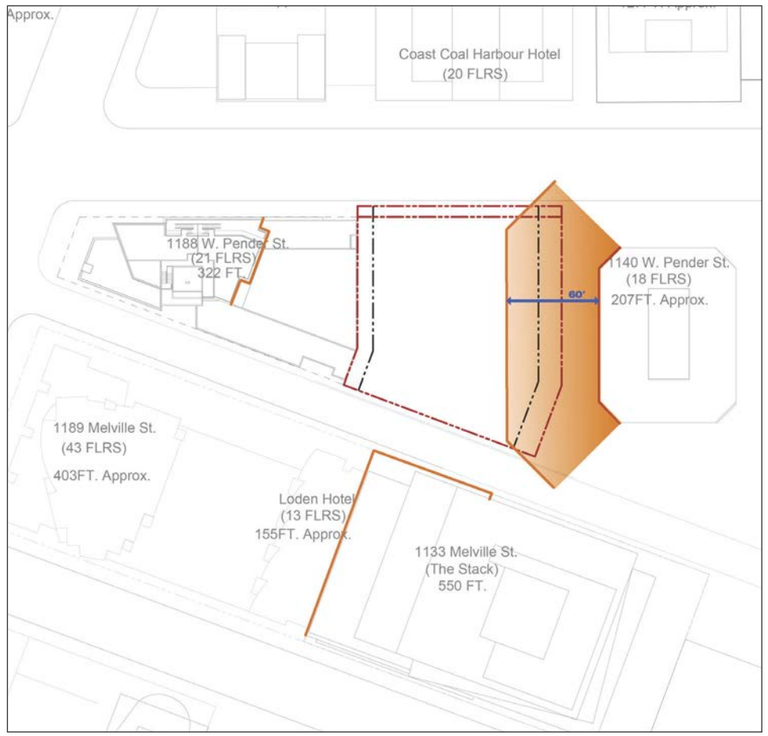
Tower Separation / Block Study



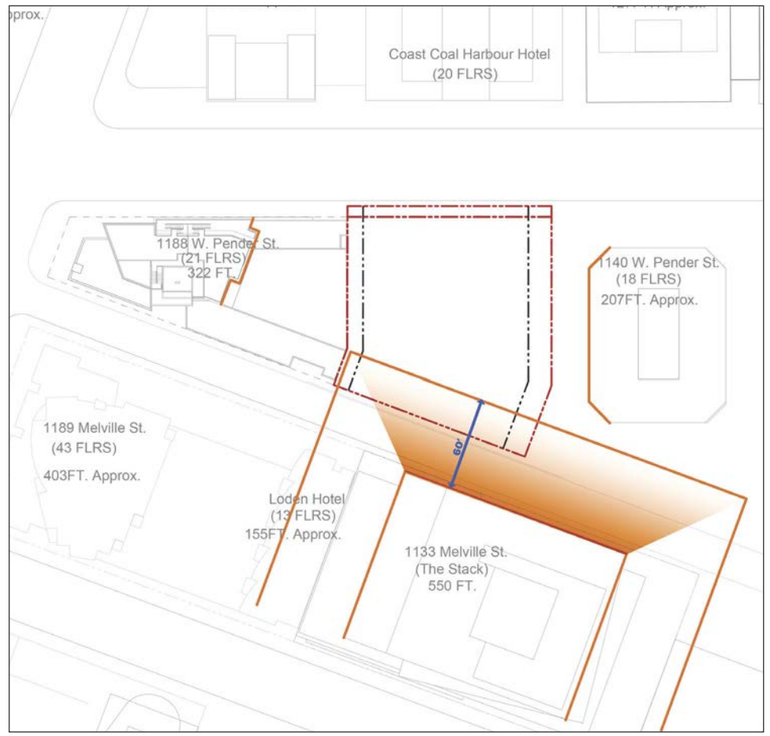




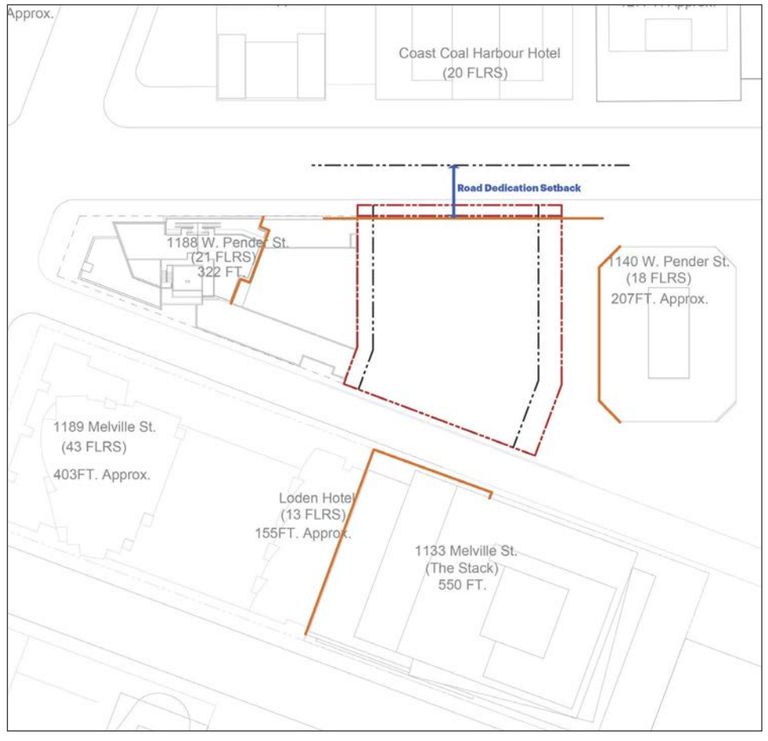
Tower Separation / Block Study





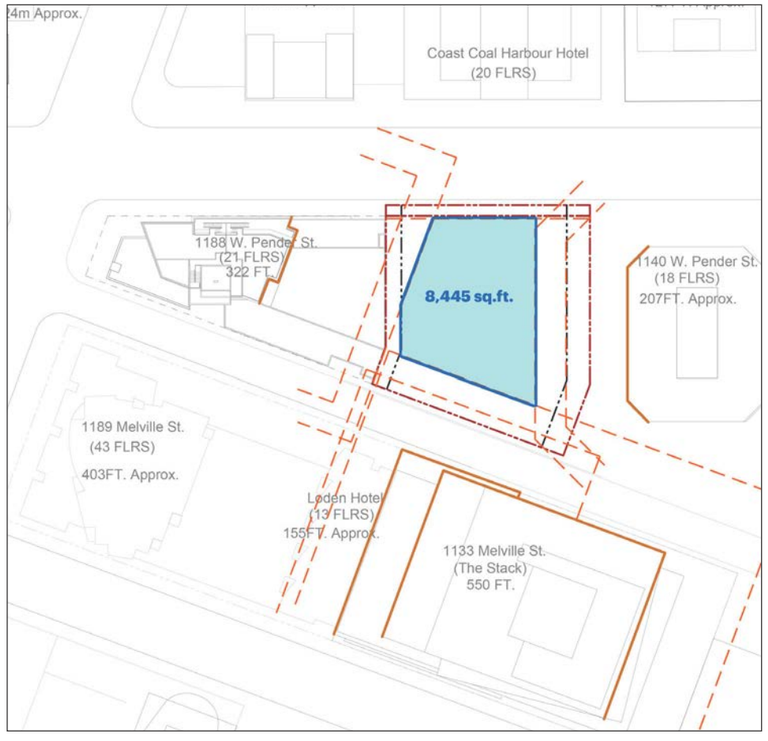


Tower Separation / Block Study



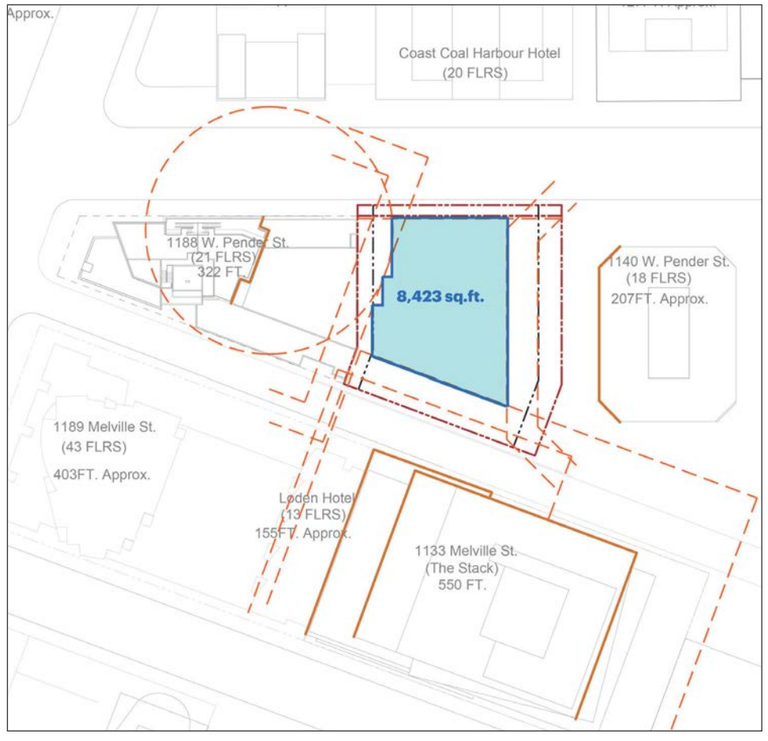


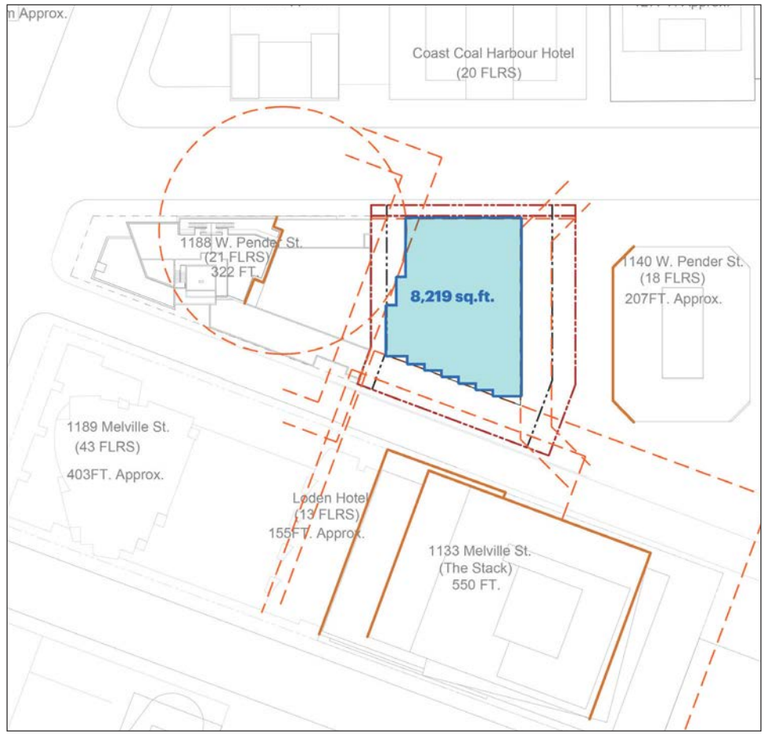
Commercial Hotel Use

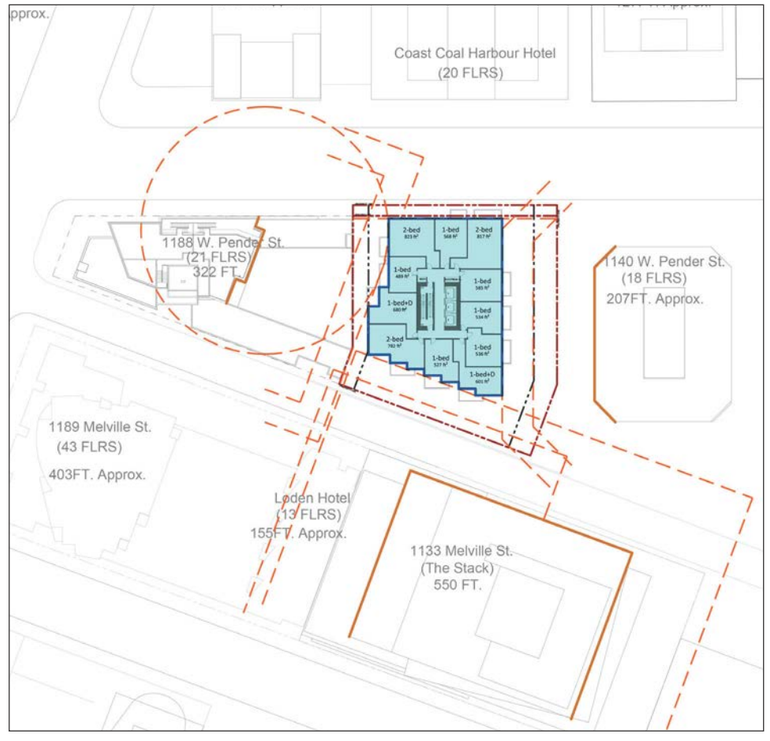


Residential Use

Tower Separation / Block Study

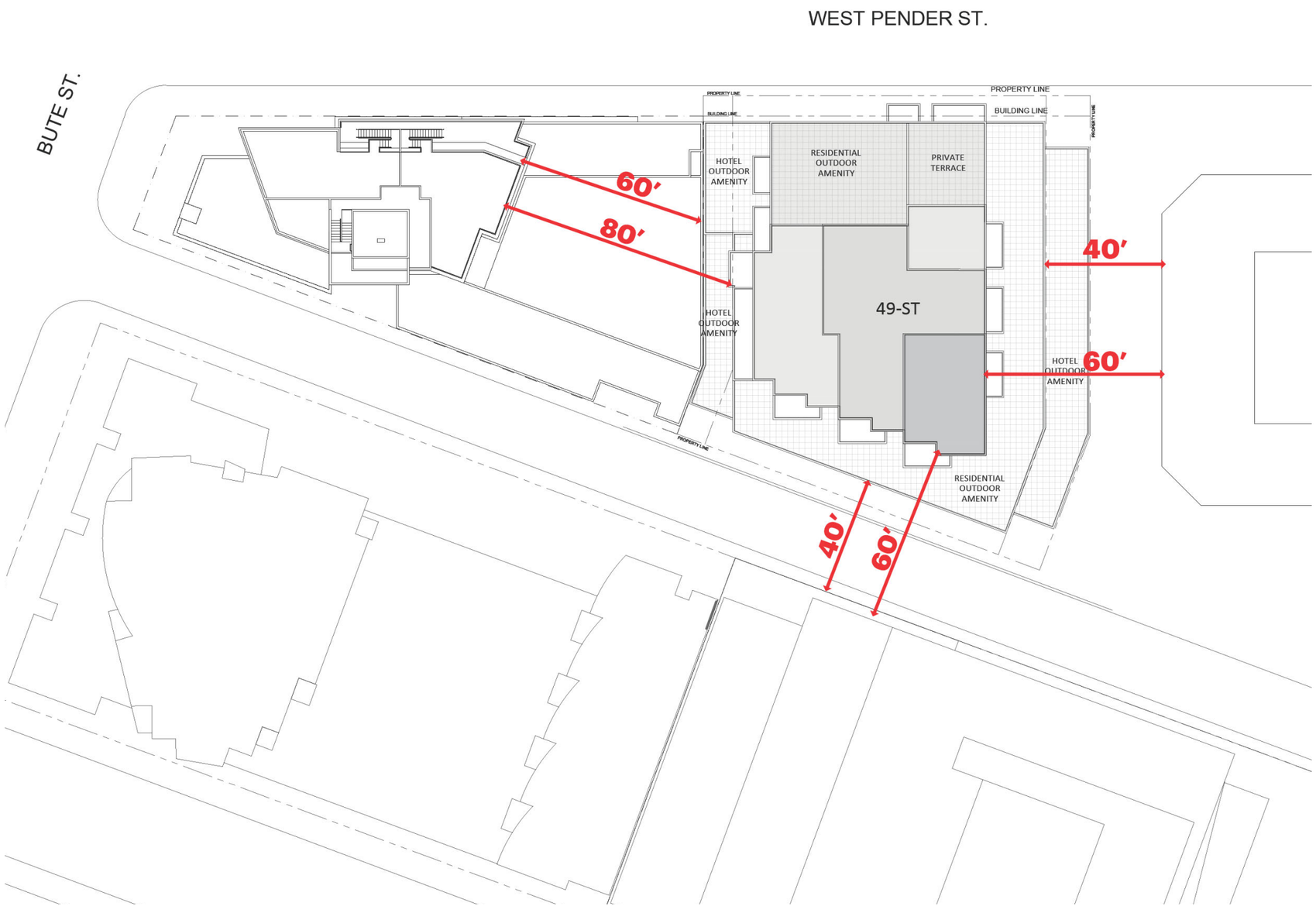






Development Boundaries and Site Setbacks

The project has been sculpted to allow for a min. 80′ separation between Residential to Residential Use, 60′ separation between Residential to Commercial Use and 40′ separation between Commercial to Commercial Uses. 1166 West Pender meets all setback and tower separation requirements and provides a more generous allowance than many other projects in the surrounding area.



Vancouver Pick-up Drop-off Area Precedents

A seamless, intuitive arrival experience is one of the strongest drivers of guest satisfaction and overall hotel performance. Hospitality research consistently underscores the importance of arrival and drop-off experience that shape first impressions and materially influence overall satisfaction and loyalty (Fagyas & Datta, 2023), (Mbulu et al., 2023). This research is further reinforced by empirical data in the Downtown Vancouver hotel market, outlined in further detail below.

Among all downtown hotels with more than 150 rooms, from legacy icons like the Fairmont Hotel Vancouver to newer developments such as the JW Marriott Parq, nearly every property provides either multiple curb cuts or a protected arrival zone. Of the 23 hotels within this universe, 16 have curb cuts or similar drop-off condition as the proposed 1166 WP curb cuts. Notably, all hotels built in the past 25 years have a curb cut or similar condition, except for the Paradox hotel, which has underperformed peers.

The Paradox hotel, a mixed-use hotel and condo tower similar to 1166 WP, illustrates how guest experience and financial performance can suffer when a site lacks a proper drop-off experience. The Paradox hotel relies on a lane drop-off, and lacks a dedicated drop-off fronting the building, resulting in a constrained arrival experience that has caused material underperforms relative to its peers. Within the eight comps in the luxury and upper-upscale competitive set, Paradox records the lowest occupancy (11% below average, 23% below the best performing asset) and lowest RevPAR (18% below average, and 38% below the best performing asset). This consistent underperformance, despite comparable scale, positioning, and a superior location, demonstrates that hotels lacking direct arrival access face a material disadvantage that directly affects financial performance.

Hotels in Downtown Vancouver with Over 150 Rooms, Sorted by Year Built

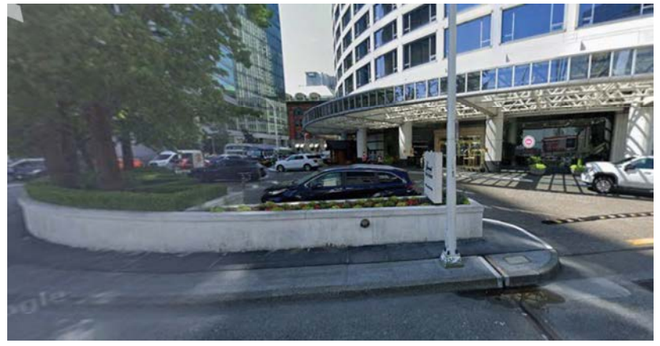
Hotel	Star Rating	Building Area (SF)	Year Built	Rooms	Same of Similar Condition as Proposed 1166 WP Curb Cuts
JW Marriott Parq Vancouver	4 Star	246,750	2017	329	Yes
the DOUGLAS Autograph Collection	4 Star	141,000	2017	188	Yes
Paradox Hotel	4 Star	141,859	2016	14	No
Fairmont Pacific Rim	4 Star	865,824	2010	367	Yes
Coast Coal Harbour Hotel by APA	4 Star	165,010	2009	220	Yes
Vancouver Marriott Pinnacle Downtown	4 Star	637,360	1999	441	Yes
Hilton Vancouver Downtown	4 Star	159,852	1999	206	No
Delta Hotels Vancouver Downtown Suite	4 Star	174,685	1996	226	No
Sheraton Vancouver Wall Centre	4 Star	421,639	1994	746	Yes
Fairmont Waterfront	4 Star	409,020	1991	489	Yes
Pan Pacific Vancouver	4 Star	1,014,958	1986	503	No
The Sutton Place Hotel Vancouver	4 Star	211,260	1985	561	Yes
Metropolitan Hotel Vancouver	4 Star	180,370	1984	197	Yes
Sandman Signature Vancouver Downtown	3 Star	231,168	1976	197	Yes
Pinnacle Hotel Harbourfront	4 Star	328,980	1975	316	No
Hyatt Regency Vancouver	4 Star	300,000	1973	650	Yes
Century Plaza Hotel	3 Star	216,645	1972	240	Yes
The Westin Bayshore	4 Star	1,026,189	1961	499	Yes
Holiday Inn Vancouver Downtown	4 Star	140,249	1959	245	Yes
Blue Horizon Hotel	4 Star	156,767	1954	215	No
Fairmont Hotel Vancouver	4 Star	757,588	1939	557	Yes
EXchange Hotel Vancouver	4 Star	193,971	1929	201	No
Rosewood Hotel Georgia	4 Star	118,402	1927	156	Yes

*Projects built within the last 25 Years



Collectively, these observations highlight that drop-off experience is critical for hotel performance, and curb cuts are the major drop off strategy that has been employed by large hotels in Downtown Vancouver.

Fairmont Waterfront



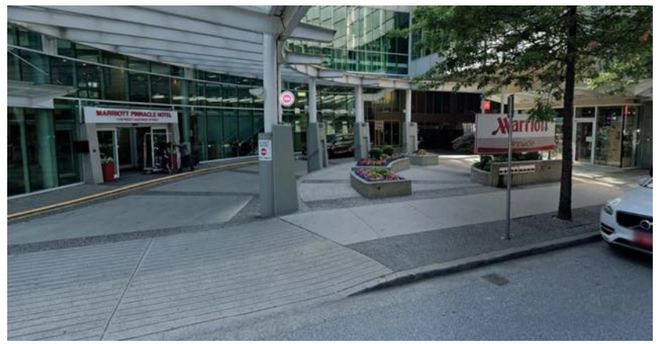
Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	409,020
Year Built	1991
Rooms	489
Non-lane Curb Cuts	2 curb cuts

The Sutton Place Hotel Vancouver



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	211,260
Year Built	1985
Rooms	561
Non-lane Curb Cuts	2 curb cuts

Vancouver Marriott Pinnacle Downtown Hotel



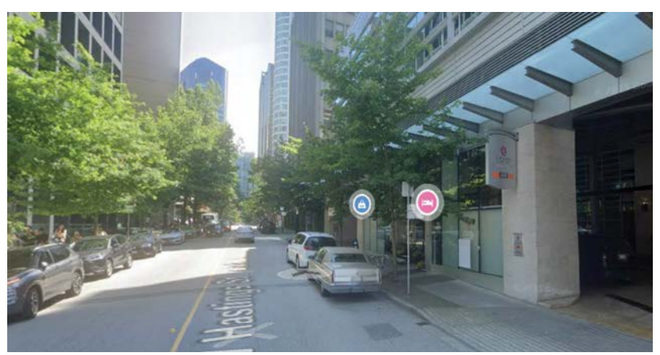
Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	637,360
Year Built	1999
Rooms	441
Non-lane Curb Cuts	2 curb cuts

Fairmont Pacific Rim Vancouver



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	865,824
Year Built	2010
Rooms	367
Non-lane Curb Cuts	2 curb cuts

Coast Coal Harbour Hotel by APA



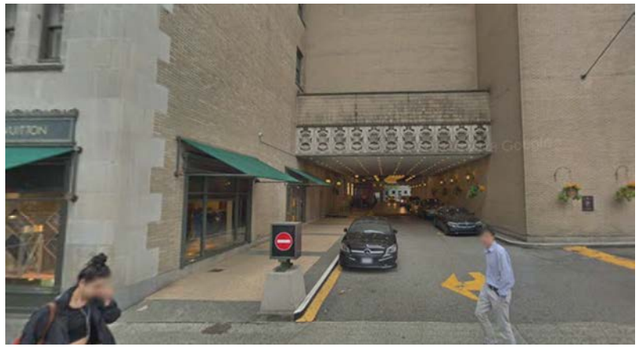
Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	165,010
Year Built	2009
Rooms	220
Non-lane Curb Cuts	2 curb cuts

The Westin Bayshore, Vancouver



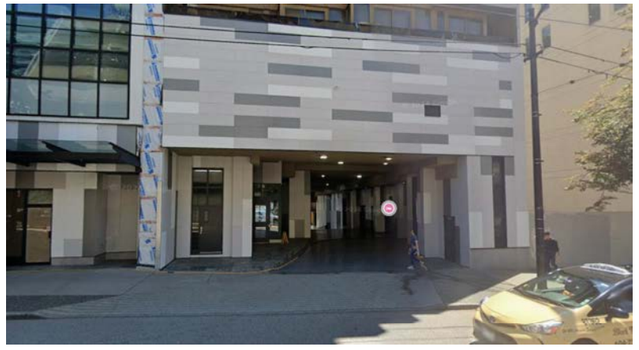
Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	1,026,189
Year Built	1961
Rooms	499
Non-lane Curb Cuts	2 curb cuts

Fairmont Hotel Vancouver



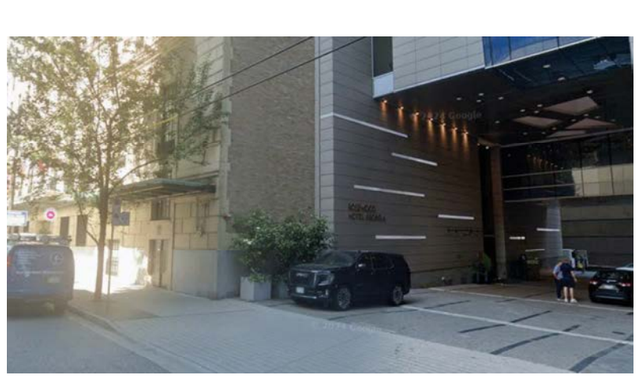
Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	757,588
Year Built	1939
Rooms	557
Non-lane Curb Cuts	2 curb cuts

Sandman Signature Vancouver Downtown Hotel



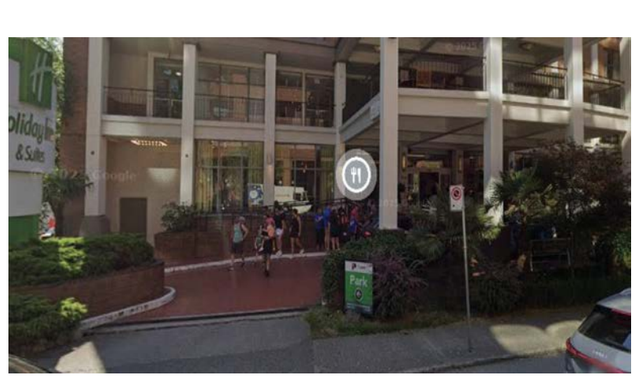
Hotel Details	
Star Rating	3 Star
Building Area (Sq.Ft)	231,168
Year Built	1976
Rooms	303
Non-lane Curb Cuts	2 curb cuts

Rosewood Hotel Georgia



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	118,402
Year Built	1927
Rooms	156
Non-lane Curb Cuts	2 curb cuts

Holiday Inn Vancouver Downtown



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	140,249
Year Built	1959
Rooms	245
Non-lane Curb Cuts	2 curb cuts

Century Plaza Hotel



Hotel Details	
Star Rating	3 Star
Building Area (Sq.Ft)	216,645
Year Built	1972
Rooms	240
Non-lane Curb Cuts	2 curb cuts

Sheraton Vancouver Wall Centre



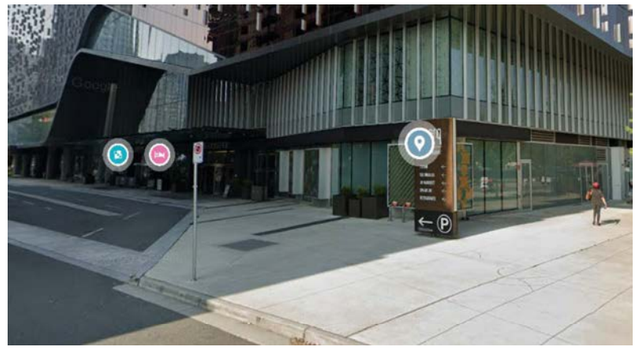
Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	421,639
Year Built	1994
Rooms	746
Non-lane Curb Cuts	Curb cut / dedicated street

Hyatt Regency Vancouver



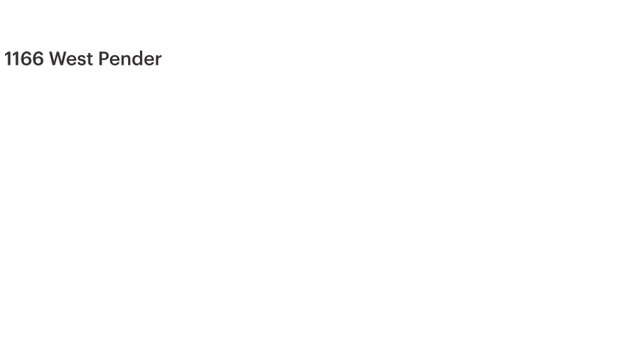
Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	300,000
Year Built	1973
Rooms	650
Non-lane Curb Cuts	Single large curb cut

JW Marriott Parq Vancouver



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	246,750
Year Built	2017
Rooms	329
Non-lane Curb Cuts	Single large curb cut

Metropolitan Hotel Vancouver



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	180,370
Year Built	1984
Rooms	197
Non-lane Curb Cuts	1 curb cuts

the DOUGLAS, Autograph Collection

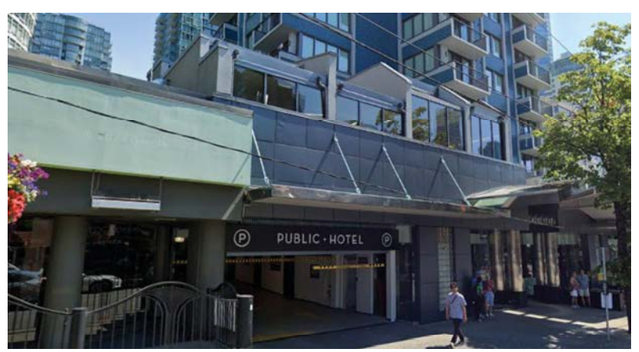
Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	141,000
Year Built	2017
Rooms	188
Non-lane Curb Cuts	Dedicated Street

Hilton Vancouver Downtown



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	159,852
Year Built	1999
Rooms	206
Non-lane Curb Cuts	Corner lane dropoff

Blue Horizon Hotel



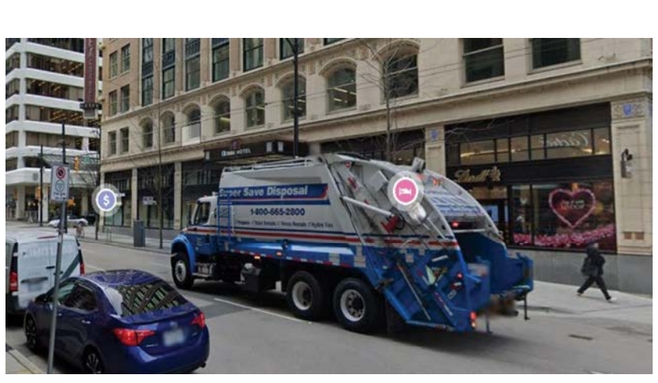
Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	159,852
Year Built	1954
Rooms	215
Non-lane Curb Cuts	Dedicated Lane

Pinnacle Hotel Harbourfront



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	328,980
Year Built	1975
Rooms	316
Non-lane Curb Cuts	Dedicated lane

EXchange Hotel Vancouver



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	193,971
Year Built	1929
Rooms	201
Non-lane Curb Cuts	No, lane dropoff

Delta Hotels Vancouver Downtown Suites



Hotel Details	
Star Rating	4 Star
Building Area (Sq.Ft)	174,685
Year Built	1996
Rooms	226
Non-lane Curb Cuts	Covered lane dropoff

Pedestrian Connectivity Plan

Walkability Overview

The project is situated along a highly connected and active stretch of West Pender Street, benefiting from generous sidewalks that support a strong pedestrian presence along its frontage. The surrounding pedestrian network is primarily defined by these continuous street-level sidewalks. The laneway along the south frontage of the project includes concrete paths of varying width separated by a roll curb from the main drive lane for user respite.

The pedestrian circulation network is further reinforced by an established mid-block pedestrian connection through the adjacent development at 1140 West Pender Development, which aligns with the The Stack to the southeast. Together, these routes contribute to a finer-grain circulation pattern that enhances permeability and walk ability within the block.

Building on this existing framework, the project introduces an additional layer of porosity through a publicly accessible connection integrated into the main entry sequence. This internalized route extends through the hotel lobby, establishing a link between West Pender Street and the south laneway. Vertical circulation, including both stair and elevator access, ensures a universally accessible route will be maintained to reinforce inclusivity and strengthen the site's connectivity within the broader urban fabric.



Legend

Existing Mid-block Connections

Existing Pedestrian Circulation

Interior Mid-block Permeability

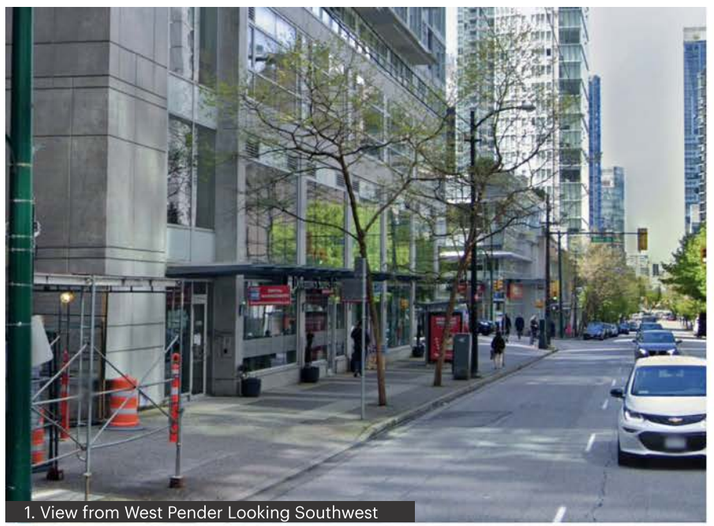
Informal Pedestrian and Bicycle Circulation

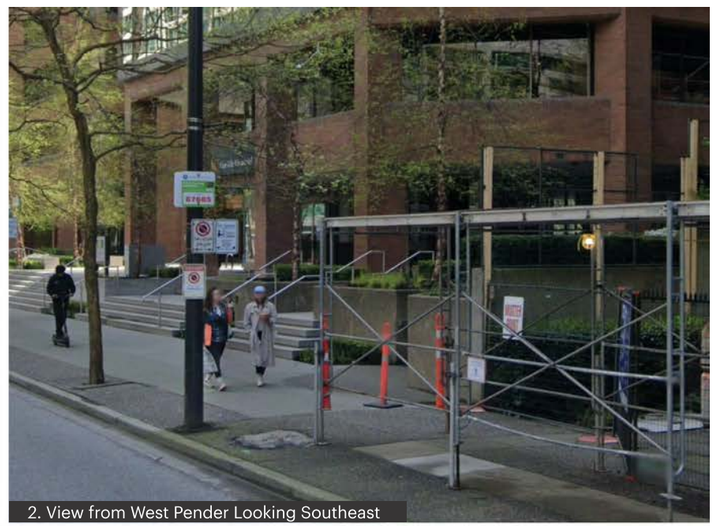
Proposed Vehicular Building Entrances.

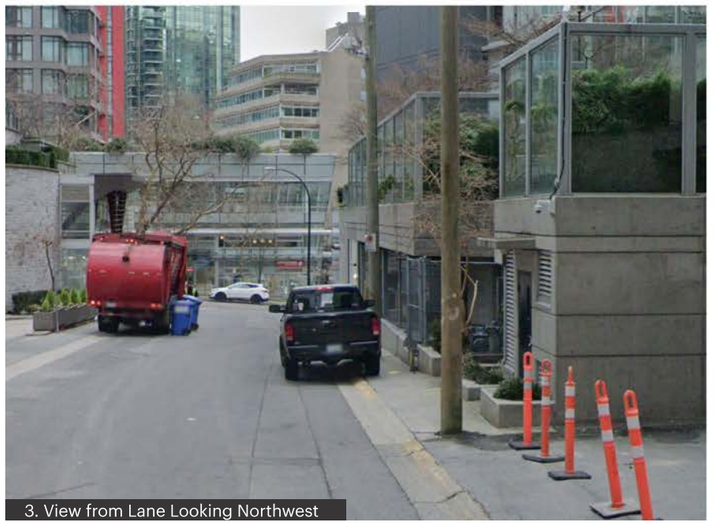
Streetscape Context

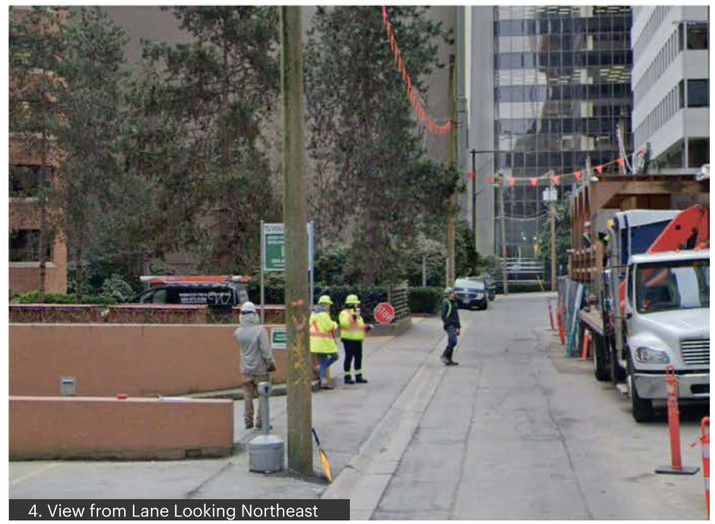
Views




1. View from West Pender Looking Southwest


2. View from West Pender Looking Southeast


3. View from Lane Looking Northwest


4. View from Lane Looking Northeast


HOTEL AND RESIDENCES
HOTEL AND RESIDENCES
1166 West Pender
HOTEL

Design Rationale
Pedestrian Servicing Access

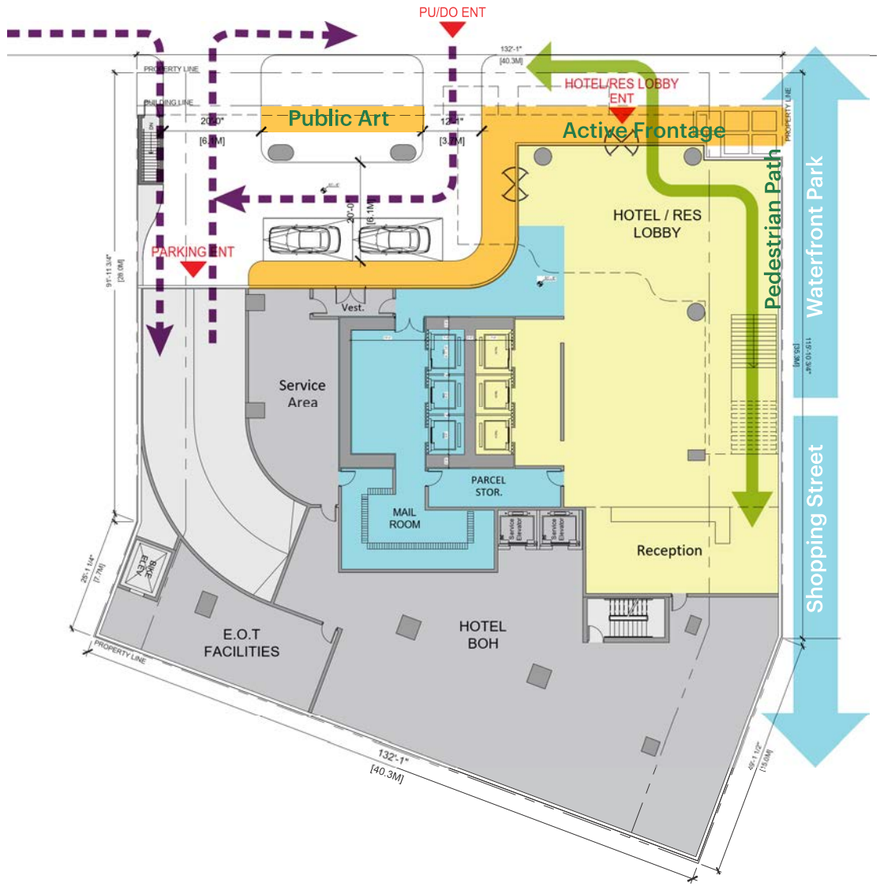
Active Street Frontages

The site lies in the Downtown District's Area F described as: "West of Thurlow should be medium to high density mixed-use area encouraging residential uses with links between the West End and the Waterfront." DD (except downtown south) C-5, C-6, HA-1 and HA-2 character area descriptions Section 6.2b

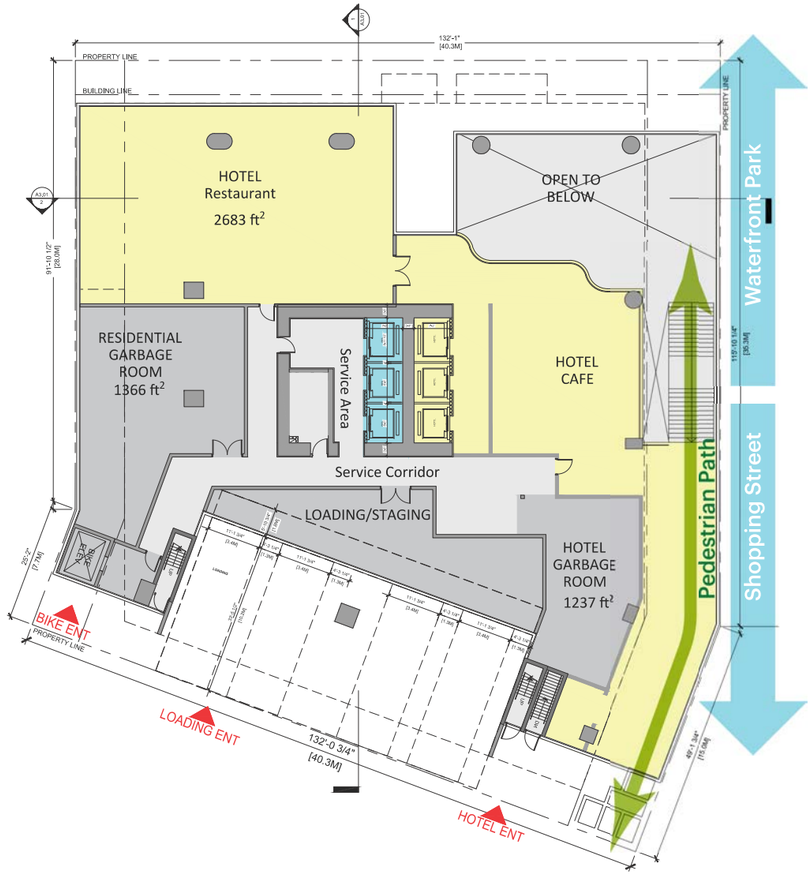
DD Character Area Descriptions

The Zoning Guidelines: Downtown - Character Area Descriptions, 2023 anticipate grade level pedestrian oriented uses (retail, entertainment and services). Pedestrian connections midblock are encouraged between Thurlow and Bute Streets allowing connection from Georgia Street to the Waterfront.

The proposal responds by providing an active and engaging frontage along the full street edge, anchored by a high-quality shared lobby serving both residential and hotel uses. A publicly accessible interior connection is integrated through the hotel lobby, linking West Pender Street to the laneway and offering a weather-protected mid-block route that enhances permeability, supports pedestrian activity, and contributes to the finer-grain network of connections envisioned for the downtown.



Level 1



Level 2

Design Rationale
Site Circulation



Pedestrians
The project strengthens pedestrian activity along West Pender Street through an active, highly transparent frontage anchored by the shared lobby and complementary uses. A generous portal at the west edge, integrated with the porte cochère, is conceived as an extension of the public realm. Public art is embedded along the street-facing edge, while the material palette carries through from the main building, reinforcing a cohesive architectural expression and elevating the quality of the pedestrian experience.

A publicly accessible interior connection is provided from the east side of the lobby, extending north–south through the building to link West Pender Street with Melville Street. This route is animated by a visible second-floor café, drawing activity upward and establishing a layered pedestrian experience. A feature stair connects directly to the main lobby, reinforcing continuity of movement and maintaining a clear, legible path through the site.

Bikes (See P2 Plans)
Secure bicycle parking is accommodated within the parkade, with convenient and direct access provided via a dedicated elevator connection from the laneway, supporting safe and efficient movement for cyclists.

Cars
Vehicular access is thoughtfully integrated with the public realm to support a safe and welcoming pedestrian environment. A covered pick-up and drop-off zone along the west edge of the site provides convenient short-term access for both hotel guests, forming a vital component of the building's functionality and overall viability. Below-grade parking is accessed from the street and via a one-way connection from the internal drive court, allowing organized circulation within the site while maintaining the quality of the street frontage.

Loading
Loading functions are consolidated and accessed from the rear lane to limit conflicts with pedestrian activity along primary frontages. Four Class B loading spaces are provided at grade, with three additional Class A spaces located on Level P1, supporting efficient servicing while maintaining a pedestrian-focused streetscape.

Design Rationale
Programming & Massing

Programming & Massing
The building is organized to integrate hotel and residential uses within a clear and legible vertical arrangement. The lower portion of the tower accommodates 168,830 square feet of hotel program, engaging directly with the street and supporting active uses at grade, while 282,374 square feet of residential space is located above.

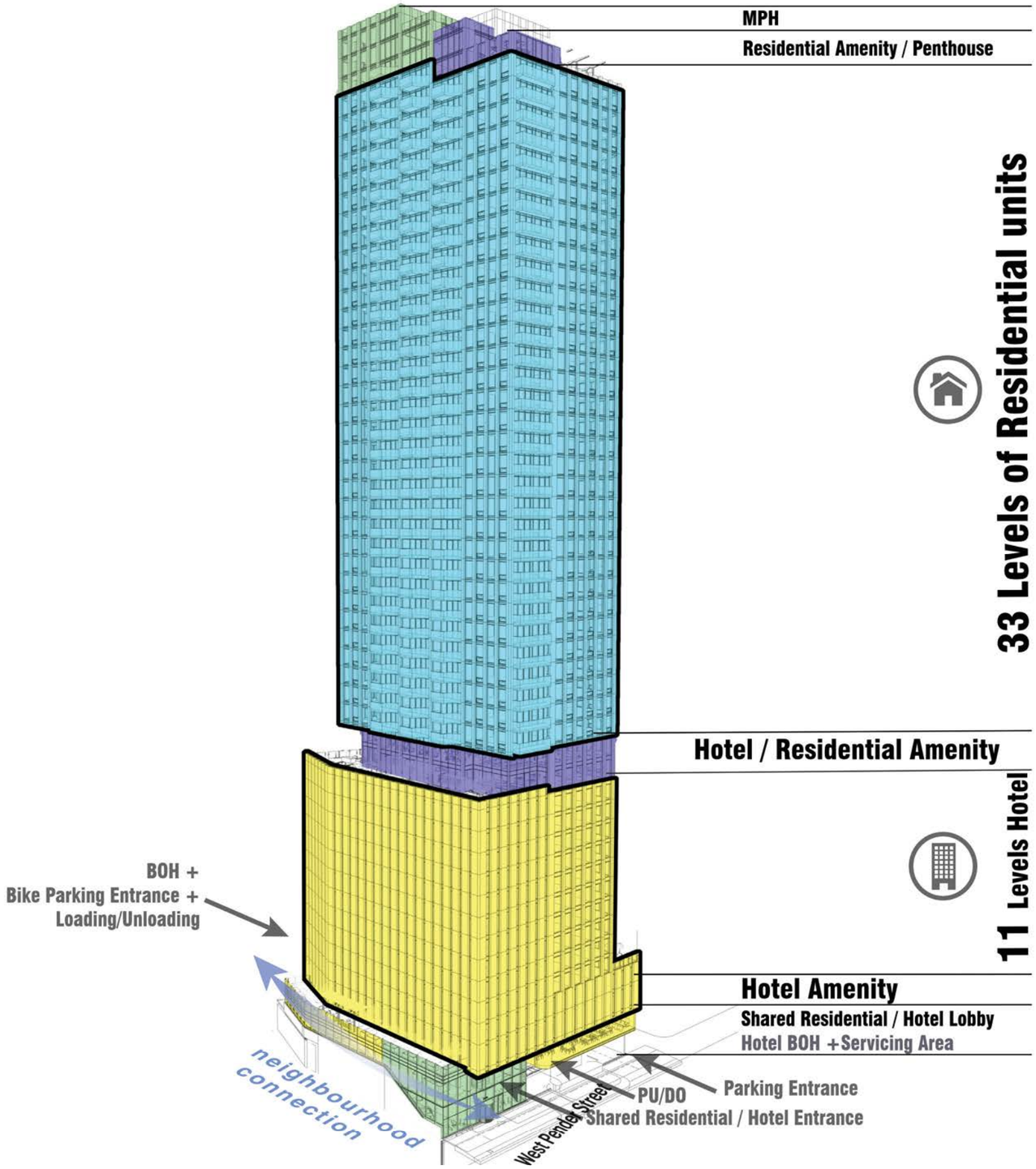
A shared lobby consolidates arrival for both uses, creating an intuitive and welcoming entry sequence along West Pender Street. Amenity spaces are distributed vertically throughout the building, including a shared amenity level at Level 15, supporting activity and social interaction across multiple levels. A dedicated residential amenity is located at Level 49, while a dedicated hotel amenity at Level 3 provides a more private and complementary offering.

Compared to the previously approved office scheme, the tower incorporates increased setbacks, improving access to light, air, and privacy, and strengthening its relationship to adjacent properties. Amenity areas are carefully located to avoid impacts on the neighbouring Sapphire Childcare facility, with additional screening measures integrated where required.

Public Interaction and Connectivity
The public realm strategy prioritizes a generous and welcoming interface along West Pender Street. The shared lobby anchors the frontage, while a covered porte cochère accommodates pick-up and drop-off for both hotel uses. Designed with rolled curbs, integrated paving, and warm, high-quality materials, this space reads as an extension of the public realm. Opportunities for public art are directly incorporated to enrich the pedestrian experience.

The mid-block connection has been re-envisioned as an internal pedestrian route, allowing movement through the site in a weather-protected environment. This connection is animated by an active café and lobby space, maintaining visual interest and encouraging use throughout the day.

Servicing and loading are consolidated at the laneway to minimize conflicts with pedestrian activity. Bicycle access is supported through a dedicated elevator connecting directly to secure storage, while vehicular access to parking is provided from West Pender Street. A total of 224 parking spaces are provided, including 183 residential, 27 hotel, and 14 visitor spaces, supporting a clear and organized circulation strategy.



Design Rationale
AXO Diagram

1166 West Pender:
A New Vision for Urban Living in Vancouver

The reimagined tower at 1166 West Pender introduces a dynamic mix of hotel and residential living at the transition between Vancouver's central business district and the Coal Harbour neighbourhood. The project brings both uses together within a unified architectural framework, emphasizing clarity, efficiency, and a shared urban presence.

The 49-storey tower rises to approximately 530 feet (161.7 m) and accommodates 468,587 square feet of built area, including a 199-key hotel and 340 residential units. A shared hotel and residential lobby establishes a singular, welcoming point of arrival along West Pender Street, strengthening the building's relationship to the public realm and contributing to an active and animated frontage.

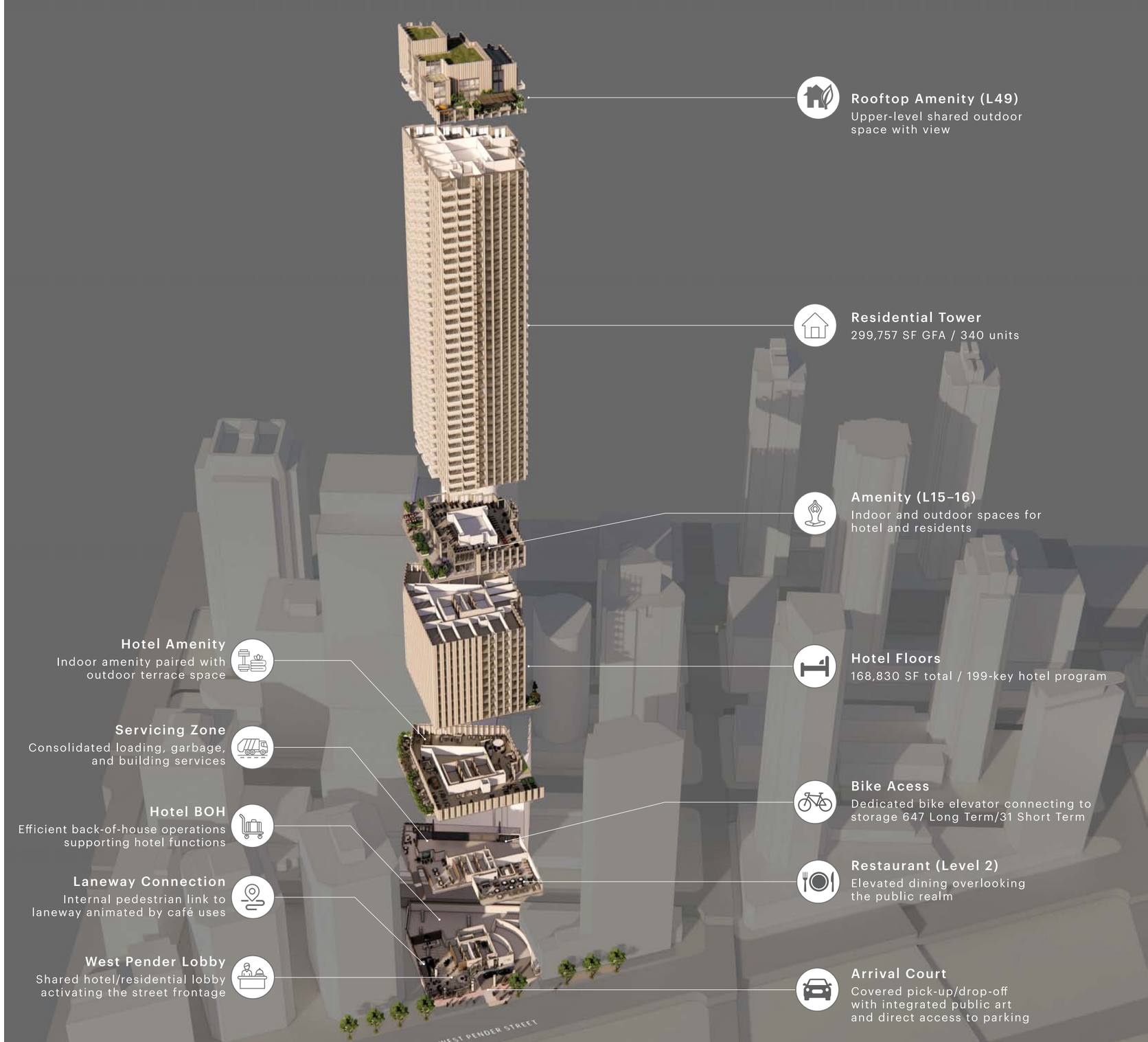
Increased setbacks and a refined tower form improve the building's relationship to its surroundings, allowing the tower to integrate sensitively into its urban context while enhancing access to light, views, and sky.

Sustainability and Design Integration

The tower's design emphasizes environmental performance and urban sensitivity. A high-performance building envelope, articulated through a vertical metal façade system, balances daylight access with reduced solar gain and improved occupant comfort. A cohesive architectural language is carried from the base to the top of the tower, with façade articulation varying in depth and expression to support both environmental performance and programmatic requirements. This approach contributes to controlling the window-to-wall ratio while allowing the hotel and residential components to maintain distinct yet complementary identities.

Amenity spaces are distributed throughout the building to support wellness and connection to nature, including 5,834 square feet of indoor amenity space and 7,319 square feet of outdoor amenity space. Shared amenity levels at Level 15 and residential amenity on Level 49 provide landscaped terraces with expansive views, while a dedicated hotel amenity at Level 3 offers a more intimate setting with access to outdoor space.

The project supports sustainable mobility through extensive bicycle infrastructure, including 653 long-term and 31 short-term bicycle parking spaces accessed via a dedicated bike elevator, as well as electric vehicle readiness and proximity to major transit routes.




RESIDENCES
HOTEL AND RESIDENCES
Residential Lobby
1166 West Pend
HOTE

Section C.

Landscape

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Level 01

Hotel and Residential Entry Court

The entry court intends to build from the grand interior lobby space with an expansive and welcoming shared entry sequence for hotel guests and residents.

Decorative paving will be featured throughout both vehicle and pedestrian areas, clearly defining pedestrian zones while ensuring accessibility. This paving will dissolve into the adjacent public realm and standard city finishes, creating a seamless connection across the property line. Pedestrian priority will be maintained along the streetscape, with sidewalks running uninterrupted by variations in grade at vehicle access points.

A central plaza will engage the streetscape offering opportunities for sculptural seating, dynamic lighting, and public art. Complementing this, accent lighting and architectural features such as a feature wall and distinctive ceiling elements will enliven this street-facing façade, creating an open and vibrant extension of the public realm.



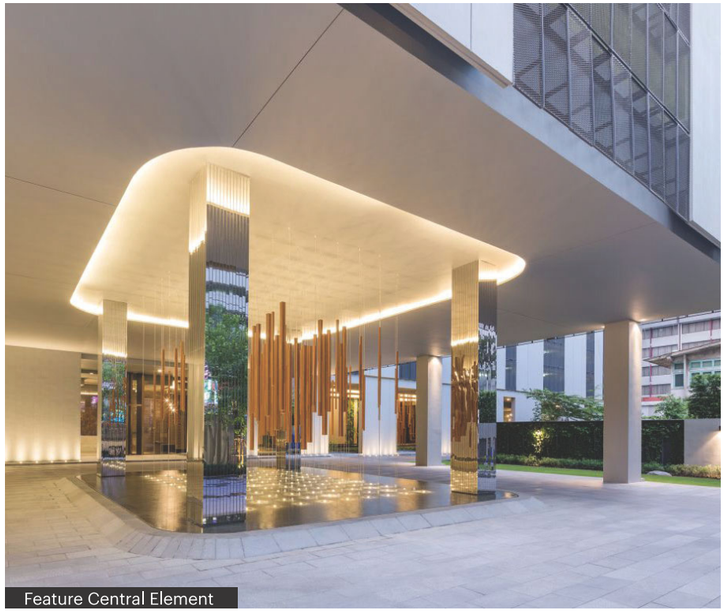
Feature Paving at Lobby Entry



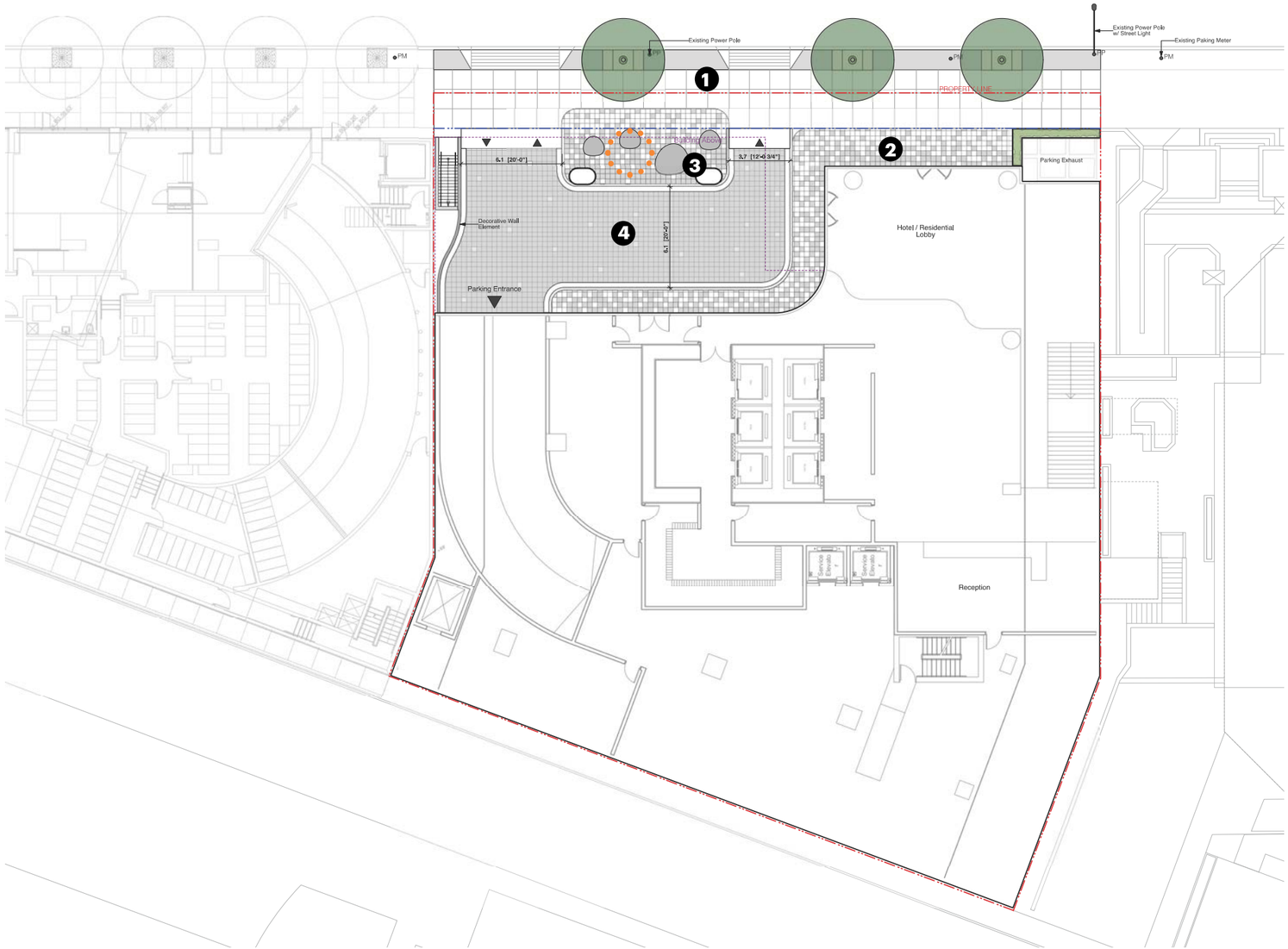
Feature Vehicular Plaza



Streetscapes to City Standards



Feature Central Element



Legend

1 West Pender Street
- Sidewalk to City Standard
- Boulevard to City Standard
- Driveway to City Standard
- Street Tree to City Standard

2 Hotel and Residential Entry
- Feature Paving - Pattern TBD
- Decorative Wall Element
- Accent Lighting

3 Entry Plaza Node
- Feature Paving
- Sculpture Seating
- Accent Lighting

4 Vehicular Plaza
- Feature Vehicular Paving
- Rollover Curb
- Feature Wall

Potential Public Art

Level 02

Laneway Interface

The project's laneway frontage is envisioned as an active and highly functional edge, accommodating pedestrian access, bicycle parking, and loading operations within a carefully coordinated environment. Entry points from the lane connect directly to Level 02, thoughtfully resolving the site's topography as it rises from Pender Street to the elevated southern lane.

Pedestrian Access & Circulation

Pedestrian access to the main lobby atrium and potential commercial spaces has been clearly defined and buffered from service areas, creating a safe, welcoming arrival sequence. A landscaped forecourt will enhance the entry experience while supporting fire egress requirements. This access is intended to remain publicly accessible, contributing to a permeable and connected urban fabric.

Bicycle Access

A dedicated residential bicycle entry is provided off the lane, featuring secure, fob-controlled access into a sheltered cycle court. This space is designed with a decorative screen to balance security with visual quality and improve and secure exterior bike parking in addition to the bike elevator.

Loading

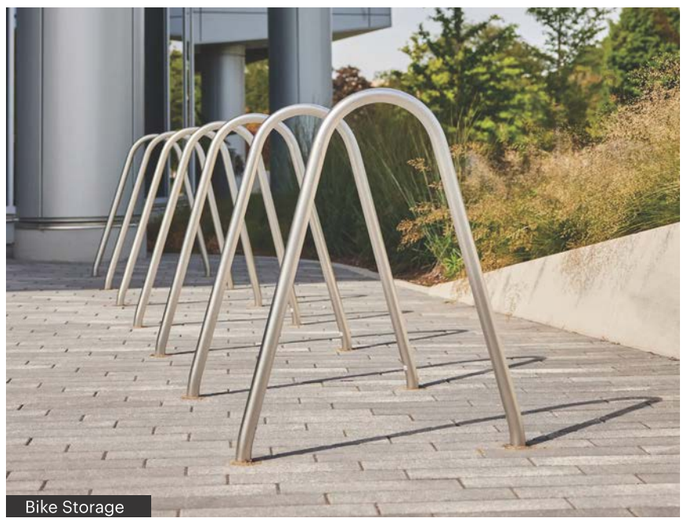
Loading functions will be integrated and clearly separated from pedestrian routes to ensure safety and efficiency. Enhanced paving treatments to elevate the visual quality of this service zone, contributing to a cohesive and considered laneway environment



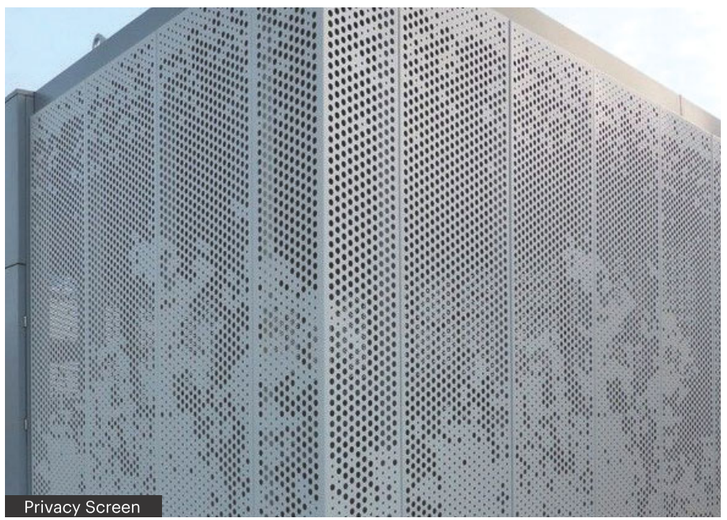
Feature Paving



Evergreen Planting



Bike Storage



Privacy Screen



Legend

1 Laneway Access
- Sidewalk to City Standard
- Curb to City Standard
- C.I.P. Concrete Paving
- Concrete Planter

2 Bike Storage Access
- C.I.P. Concrete Paving
- Concrete Planter
- Decorative Screen / Fence
- Bike Rack
- Metal Gate
- Vehicular Rated Bollard
- Shrub Planting

Level 03

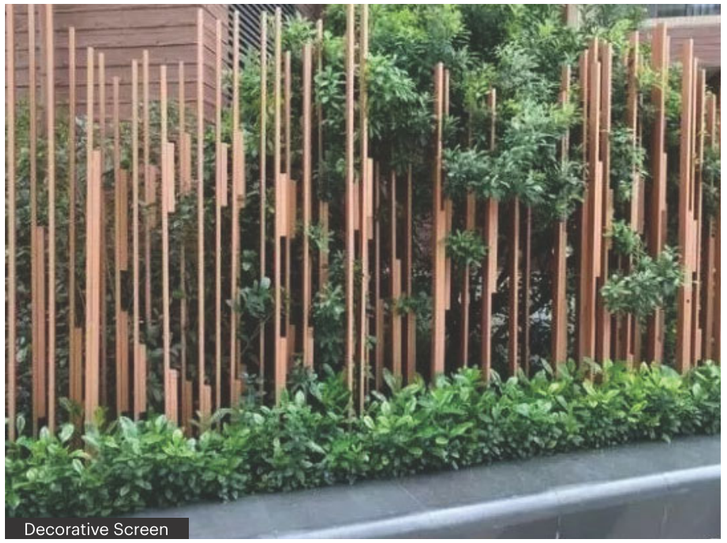
Hotel Amenity Spaces

This outdoor amenity level is designed as an extension of the hotel's interior programming, offering flexible, open-air spaces that support a range of uses from informal gatherings to curated events. Opportunities include spill-out areas for conference and meeting rooms, outdoor reception spaces, and wellness-focused programming such as fitness or spa uses

Situated on the lowest level of the amenity roof network presents a unique opportunity to integrate sustainable design strategies. There is potential to incorporate storm water capture features through complimentary planting, soil volume and integrated water storage systems. These systems will be explored for feasibility as design development progresses



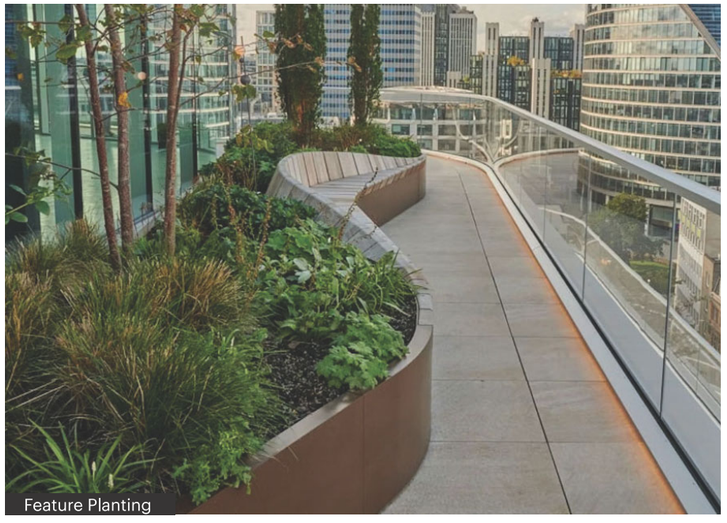
Seat Deck



Decorative Screen



Integrated Seat Node and Planting



Feature Planting



Legend

1. Wellness and Social Terrace
   - Feature Paving
   - Outdoor Table & Seating
   - Raised Planter
   - Overhead Canopy
   - Metal Gate
   - Native Shrub Planting
   - Deciduous Trees

2. Outdoor Fitness
   - P.I.P. Rubber Surfacing
   - Overhead Canopy

3. Zen Garden
   - Deck
   - Decorative Privacy Screen
   - Raised Planter
   - Native Shrub Planting
   - Deciduous Trees

Level 05

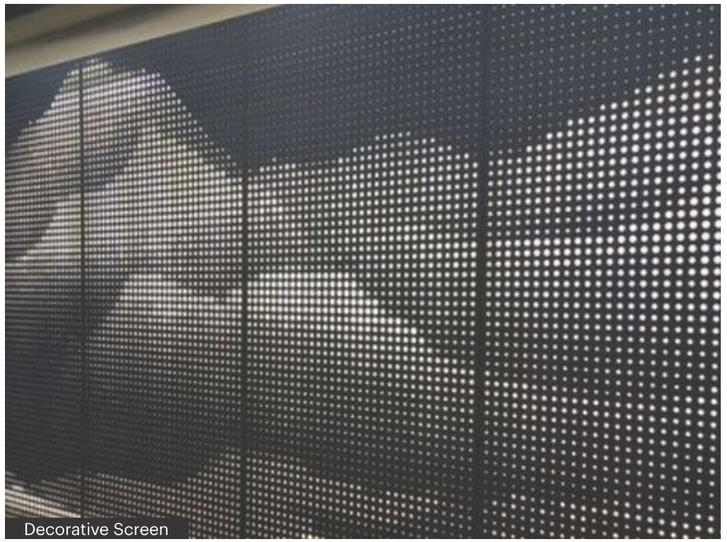
Private Hotel Outdoor Terrace Space

Positioned to capture expansive city views, this terrace offers a quiet, contemplative retreat for hotel guests. The design intends to reinforce the notion of horizontal “green ledges,” incorporating generous planting zones capable of supporting trees and layered vegetation.

A substantial planted buffer along the western edge mitigates overlook conditions into the adjacent daycare, ensuring privacy while contributing to a lush, immersive landscape. Flexible furnishings and integrated power access support a range of uses, including quiet relaxation and remote work in an elevated outdoor setting.



Edge Planting



Decorative Screen



Bar Height Parapet Seating and Workstations



Flex Use Amenity



Legend

1 Private Hotel Outdoor Terrace Space
- Barrier Free Paving
- Overlook Seating

2 Planted Buffer
- Native Shrub Planting
- Feature Coniferous Tree
- Decorative Privacy Screen

Level 15

Residential Amenity

This residential rooftop is conceived as a dynamic, multi-functional landscape that balances active and passive recreation. A series of interconnected outdoor “rooms” creates a diverse and engaging environment, anchored by a flexible play and fitness zone located within the sunniest south-facing portion of the roof.

A rich mix of lounging, dining, and social spaces accommodates both intimate and larger gatherings, all set within a robust planting framework. Deciduous trees provide seasonal shade and variation, while evergreen planting defines space and ensures year-round structure. Seasonal accents introduce moments of color and change, creating a vibrant and evolving rooftop experience for residents



Flex-Use Yoga Deck



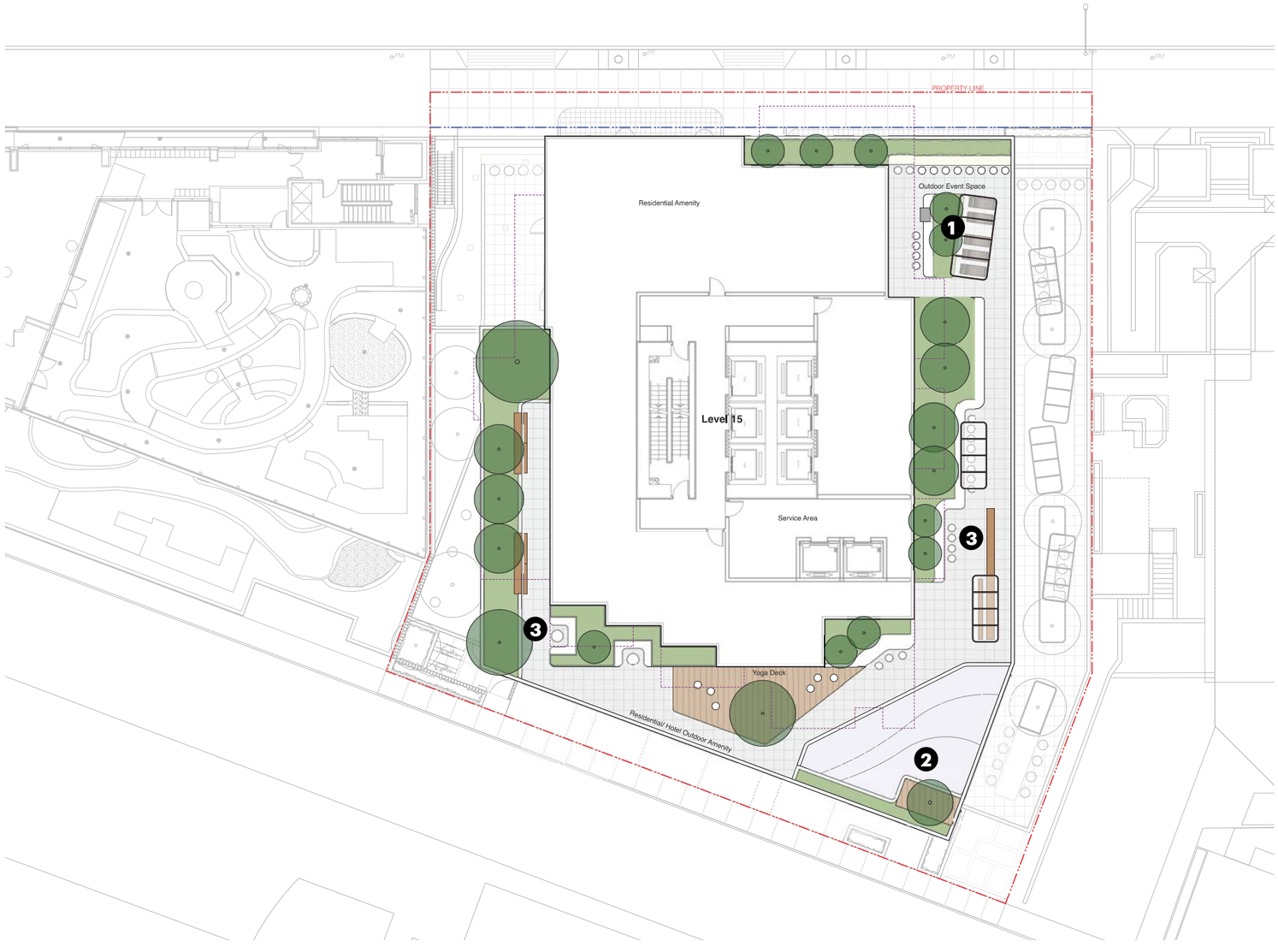
Combination Fitness and Play Zone



Semi Private Lounge Spaces



Integrated Planter Seating



Legend

1 Outdoor Event Space
- Feature Paving
- Outdoor Table & Seating
- Outdoor Kitchen and Dining
- Lounge Seating
- Concrete Planter
- Native Shrub Planting
- Feature Trees

2 Active Terrace
- Yoga Deck
- Play and Fitness Area
- Informal Seating

3 Small Group Seating
- Remote Workstations
- Shared Garden Plot
- Small Group Lounges
- Bar Height Seating
- Covered Group Seating

Level 49

Residential Amenity

The rooftop lounge and sky bar will provide sweeping views of the cityscape and north shore mountains. This residential amenity will provide opportunities for dining and lounge space supporting multiple vantage points and vista opportunities through both fixed and moveable furnishing elements.

A raised deck space will provide vantage points rising above the paving elevation to allow patrons to sit directly adjacent and under the proposed trees in this element. All proposed planted areas will provide ample soil volume to support shrub and tree health to ensure longevity in the unique space.



Outdoor Kitchen



Terraced Seat Element



Bar Height Lounge Tables and Chairs



Flex Seating with a View



Legend

1 Sky Garden Amenity
- Wood Deck
- Movable Table & Chairs
- Metal Planter
- Native Shrub Planting
- Feature Trees

2 Sky Lounge Amenity
- Feature Paving
- Concrete Planter
- Outdoor Kitchen
- Group Seating

3 Private Residential Terrace
- Patio Paving
- Furnishing and Planting Layout by Resident



Section D.

Project Statistics / Data

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Statistics

Total Area and FSR Summary

	Level	FLOOR TO FLOOR	ELEVATION	GFA										EXCLUSION		
				COMMERCIAL		RESIDENTIAL	PRORATED			OPENINGS	PARKADE EXIT	TOTAL COMMERCIAL	TOTAL RESIDENTIAL	TOTAL	RESIDENTIAL AMENITY	STORAGE	Total
				HOTEL	RETAIL		PRORATED	COMM ADD	RESI ADD								
MPH	Upper Mech	9'8"					3,525	1,270	2,255			1,270	2,255	**3,525**			0
	Lower Mech	9'8"					5,563	2,004	3,559			2,004	3,559	**5,563**			0
RESIDENTIAL	Level 49	11'				5,779						0	5,779	**5,779**	485	80	565
	Level 48	11'				8,183						0	8,183	**8,183**		340	340
	Level 47	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 46	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 45	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 44	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 43	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 42	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 41	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 40	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 39	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 38	10'8"				8,183						0	8,183	**8,183**		340	340
	Level 37	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 36	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 35	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 34	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 33	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 32	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 31	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 30	9'8"				8,183						0	8,183	**8,183**		340	340
	Level 29	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 28	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 27	10'8"				8,183						0	8,183	**8,183**		346	346
	Level 26	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 25	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 24	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 23	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 22	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 21	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 20	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 19	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 18	9'8"				8,183						0	8,183	**8,183**		346	346
	Level 17	9'8"				8,183						0	8,183	**8,183**		346	346
SHARED AMENITY	Level 16	12'		837		5,130	995	358	637			1,195	5,767	**6,962**	1,319	200	1,519
	Level 15	12'		1,694		4,314	954	344	610			2,038	4,924	**6,962**	4,025	0	4,025
HOTEL	Level 14	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 13	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 12	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 11	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 10	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 09	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 08	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 07	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 06	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 05	10'8"		11,938		289	415	150	265			12,088	554	**12,642**		0	0
	Level 04	10'8"		12,800		289	415	150	265			12,950	554	**13,504**		0	0
HOTEL AMENITY	Level 03	15'		12,800		289	415	150	265			12,950	554	**13,504**		0	0
HOTEL CAFÉ	Level 02	16'		6,942		1,655	2,910	1,048	1,862	2,019		7,990	3,517	**11,507**		0	0
SHARED LOBBY	Level 01	16'		5,598		1,967	5,440	1,960	3,480	125	1,330	7,558	5,447	**13,005**		0	0
Total (sqft)				**160,051**	**0**	**284,169**	**24,367**	**8,779**	**15,588**	**2,144**	**1,330**	**168,830**	**299,757**	**468,587**	**5,829**	**11,238**	**17,067**
Total (sqm)				**14,869**	**0**	**346**	**2,264**	**816**	**1,448**	**199**	**124**	**15,685**	**27,848**	**43,533**	**542**	**1,044**	**1,586**
			Pro-Rated	**36.03%**		**63.97%**		**36.03%**	**63.97%**								

	Gross Site Area	
	Metric (m^2)	Imperial (sq.ft.)
1166 West Pender Street	1731	18,632
Dedications	86	926
Net Site (Gross Minus Dedications)	1645	17,707
Site Area for Calculation of Density (Gross)	1731	18632

Statistics

Total Area and FSR Summary

	Level	FLOOR TO FLOOR	ELEVATION	FAR			NSA		UNITS		GBA	OUTDOOR			
				FLOOR AREA SQ.FT.								BALCONY		TERRACE	ROOF
				COMMERCIAL	RESIDENTIAL	TOTAL	Area	Percentage	HOTEL	RESIDENTIAL	Including Balconies	Area	Floor Percentage		
MPH	Upper Mech	9'8"		1,270	2,255	3,525	0	0.00%			3,525	0	0.00%	2,038	3,525
	Lower Mech	9'8"		2,004	3,559	5,563	0	0.00%			5,772	209	3.76%	216	
RESIDENTIAL	Level 49	11'		0	5,699	5,699	3,905	67.57%		2	6,298	519	8.98%	2,403	
	Level 48	11'		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 47	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 46	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 45	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 44	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 43	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 42	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 41	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 40	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 39	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 38	10'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 37	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 36	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 35	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 34	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 33	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 32	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 31	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 30	9'8"		0	7,843	7,843	6,945	84.87%		10	9,262	1,079	13.19%		
	Level 29	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 28	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 27	10'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 26	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 25	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 24	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 23	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 22	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 21	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 20	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 19	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 18	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
	Level 17	9'8"		0	7,837	7,837	6,945	84.87%		11	9,262	1,079	13.19%		
SHARED AMENITY	Level 16	12'		1,195	4,448	5,643	0	0.00%	0	5	6,962	0	0.00%		
	Level 15	12'		2,038	899	2,937	0	0.00%	0	0	6,962	0	0.00%	5,680	
HOTEL	Level 14	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%		
	Level 13	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%		
	Level 12	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%		
	Level 11	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%		
	Level 10	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%		
	Level 09	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%		
	Level 08	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%		
	Level 07	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%		
	Level 06	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%		
	Level 05	10'8"		12,088	554	12,642	9,394	74.31%	18		12,642	0	0.00%	862	
	Level 04	10'8"		12,950	554	13,504	10,300	76.27%	19		13,504	0	0.00%		
HOTEL AMENITY	Level 03	15'		12,950	554	13,504	0	0.00%	0		13,504	0	0.00%	2,585	
HOTEL CAFÉ	Level 02	16'		7,990	3,517	11,507	0	0.00%			13,526	0	0.00%		
SHARED LOBBY	Level 01	16'		7,558	5,447	13,005	0	0.00%			14,460	0	0.00%		
Total (sqft)				**168,830**	**283,375**	**452,205**	**330,385**	**70.51%**	199	340	**507,317**	**35,256**		**13,784**	**3,525**
Total (sqm)				**15,685**	**26,326**	**42,011**									
			Pro-Rated	COMMERCIAL	RESIDENTIAL	TOTAL									
				9.06	**15.21**	**24.27**									

	Gross Site Area	
	Metric (m^2)	Imperial (sq.ft.)
1166 West Pender Street	1731	18,632
Dedications	86	926
Net Site (Gross Minus Dedications)	1645	17,707
Site Area for Calculation of Density (Gross)	1731	18632

Statistics

Proposed Residential Unit, Hotel Suite Mix & Amenity Area Summary

	Level	Hotel Keys			Residential Units				
					x < 65 m2		65 m2 > x < 105 m2	x > 105 m2	
		Standard Room	Suite	Total	Studio	1-Bed	2-Bed	3-Bed	Total
MPH	Upper Mech								
	Lower Mech								
RESIDENTIAL	Level 49							2	2
	Level 48					6	3	1	10
	Level 47					6	3	1	10
	Level 46					6	3	1	10
	Level 45					6	3	1	10
	Level 44					6	3	1	10
	Level 43					6	3	1	10
	Level 42					6	3	1	10
	Level 41					6	3	1	10
	Level 40					6	3	1	10
	Level 39					6	3	1	10
	Level 38					6	3	1	10
	Level 37					6	3	1	10
	Level 36					6	3	1	10
	Level 35					6	3	1	10
	Level 34					6	3	1	10
	Level 33					6	3	1	10
	Level 32					6	3	1	10
	Level 31					6	3	1	10
	Level 30					6	3	1	10
	Level 29					8	3		11
	Level 28					8	3		11
	Level 27					8	3		11
	Level 26					8	3		11
	Level 25					8	3		11
	Level 24					8	3		11
	Level 23					8	3		11
	Level 22					8	3		11
	Level 21					8	3		11
	Level 20					8	3		11
	Level 19					8	3		11
	Level 18					8	3		11
	Level 17					8	3		11
SHARED AMENITY	Level 16			0		3	2		5
	Level 15			0					0
HOTEL	Level 14	17	1	18					0
	Level 13	17	1	18					0
	Level 12	17	1	18					0
	Level 11	17	1	18					0
	Level 10	17	1	18					0
	Level 09	17	1	18					0
	Level 08	17	1	18					0
	Level 07	17	1	18					0
	Level 06	17	1	18					0
	Level 05	16	2	18					0
	Level 04	17	2	19					0
HOTEL AMENITY	Level 03			0					0
HOTEL LOBBY	Level 02								0
RES LOBBY	Level 01								0
Total		**186**	**13**	**199**	**0**	**221**	**98**	**21**	**340**
					0%	**65%**	**29%**	**6%**	**100%**
					221		**119**		
					65%		**35%**		

AMENITY

Residential Amenity Requirements/Provided

Type	Number of Units	Req'd per Unit (sq.m)	Required (sq.m)	Provided per Unit (sq.m)	Provided (sq.m)
Indoor	340	1.4	476	1.6	542
Outdoor	340	2.0	680	2.0	680

Statistics

Proposed Parking & Loading Facilities

Zoning Bylaw 6059 Section 4,5 & 6

Residential Use (Section 4.3.2):
Residential Uses including Live-Work - Downtown: there is no minimum residential parking requirement

Visitor Parking:
0.05 per dwelling unit; max 0.1 per unit

Non-Residential Uses Downtown (Section 4.3.1):
(a) a minimum of the required number of accessible parking space
(b) max one per 115 m^2 of gross floor area

Calculation of Accessible Parking Spaces (4.1.15):
Despite anything to the contrary in this By-law or in any other by-law mentioned herein, each accessible parking space provided to satisfy the minimum required number of such spaces will count as two parking spaces for the purpose of satisfying the minimum required number of parking spaces. Use of this section will not affect any maximum parking

Residential Disability Parking Stalls (Section 4.8.4):
There must be at least one disability parking space for each building that contains at least seven residential units and an additional 0.034 space for each additional dwelling unit

Required Disability Parking Stalls (Section 4.8.4.b):
Non-residential uses, there must be at least one disability parking space for each building that contains at least 500 m2 of GFA and an additional 0.4 parking space for each 1000 m2 of GFA

Commercial Electric Vehicle:
10% of total parking spaces required for the site

Residential Electric Vehicle:
100% EV-ready; energized outlet capable of providing Level 2 charging available in each parking space

Area Breakdown	Total
Residential Net Gross Area (sqft)	294,613
Residential Net Gross Area (sqm)	27,370
# of Residential Units	**340**
Commercial Net Gross Area (sqft)	168,830
Commercial Net Gross Area (sqm)	15,685
Retail Net Gross Area (sqft)	0
Retail Net Gross Area (sqm)	0
Hotel Net Gross Area (sqft)	168,830
Hotel Net Gross Area (sqm)	15,685
Hotel Units	**199**

Min Required

Use	Residential			Commercial	Total
	Market Residential Downtown	Residential Visitor	Subtotal	Hotel (Non-Residential Downtown)	
Parking Rate	Min. of required # of HC stalls	0.05 per unit		Min. of required # of HC stalls	
Parking Stalls Required	12.3	17	**30**	7.1	**38**
Rounded	13	17		**8**	
Maximums	NA	34	NA	137	

Provided

Use	Residential			Commercial	Total
	Market Residential Downtown	Residential Visitor	Subtotal	Hotel (Non-Residential Downtown)	
P1		4	4	3	7
P2		10	10	24	34
P3	36		36		36
P4	36		36		36
P5	36		36		36
P6	37		37		37
P7	24		24		24
Total	**169**	**14**	**183**	**27**	**210**

Required (Sub types - part of overall count of cars)

Small Car (Max)	Electric Vehicle		Barrier Free	
25% of total vehicles provided	Residential (100% Required)	Commercial 45%	Residential	Commercial
53	**183**	**13**	**13**	**8**

Provided

Small Car (Max)	Electric Vehicle		Barrier Free	
25% of total vehicles provided	Residential (100% Required)	Commercial 45%	Residential	Commercial
2	4			3
10	10	13		5
7	36	0	3	
9	36	0	3	
9	36	0	3	
9	37	0	2	
6	24	0	2	
52	**183**	**13**	**13**	**8**

Note: Electric Vehicles (EV) stalls noted left will provide 240 V Outlet (no Charger)

Statistics

Proposed Parking & Loading Facilities

Required / Provided Loading

Res. Loading Section 5.2.1:
Class A (One for first 50-299 dwellings, + One for each additional 200); Class B (One for first 100-299 dwellings, + One for next 300-499); Class C (No Requirement).

Hotel Loading Section 5.2.2
Class A (A minimum of one space for a hotel with a minimum of 150 sleeping, housekeeping or dwelling units up to a maximum of 249 units, a minimum of two spaces for a hotel with 250 units up to a maximum of 499 units, a minimum of three spaces for a hotel with 500 units up to a maximum of 699 units, and one additional space for any portion of each additional 200 units): Class B (A minimum of one space for a hotel with less than 75 sleeping, housekeeping or dwelling units, a minimum of two spaces for a hotel with 75 units up to a maximum of 399 units, a minimum of three spaces for a hotel with 400 units up to a maximum of 599 units, and one additional space for any portion of each additional space for any portion of each additional 200 units); Class C (No Requirement).

Required / Provided Passenger Space

Residential Section 7.2.1:
Class A (A min. of one space for any development with 50 to 125 dwelling units, plus one space for every additional 150 dwelling units); Class B (No Requirement); Class C (No Requirement).

Hotel Section 7.2.5.2:
Class A (A minimum of one space for every 50 sleeping, house keeping or dwelling units up to a maximum of 200 units, and one additional space for each additional 75 units, except there shall be no requirement for a hotel with less than 75 units); Class B (no requirement); Class C (A minimum of one space for every 200 sleeping, house keeping or dwelling units up to a maximum of 400 units, and one additional space for each additional 300 units)

Required

Type	Commercial		Residential	Total
	Hotel	Retail		
Class A Required	1	0	2	**3**
Class B Required	2	0	2	**4**

Provided

Type	Commercial		Residential	Total
	Hotel	Retail		
Class A	1	0	2	**3**
Class B	2	0	2	**4**

Required

Type	Commercial		Residential	Total
	Hotel	Retail		
Class A Required	1	0	2	**3**
Class B Required	2	0	2	**4**

Provided

Type	Commercial		Residential	Total
	Hotel	Retail		
Class A	1	0	2	**3**
Class B	2	0	2	**4**

Statistics

Proposed Bicycle Storage & E.O.T. Facilities

Required / Provided Bicycle Parking

Class A:
Residential:
1.5 space for unit under 65 m2 (699 sf);
2.5 space for unit 65 m2-105 m2 (699sf-1,130sf);
3 space for unit over 105 m2 (1130sf)
Retail:
1 minimum of 1 space for each 340 m2 of gross floor area.

6.2.5.2 Hotel:
A minimum of 1 space for every 30 dwelling, housekeeping or sleeping units, or any combination thereof.

Class B:
Residential:
2 spaces for any development with at least 20 dwelling units with an additional one space for each 20 additional dwelling units
Retail:
A minimum of one space for each 340 square metres of gross floor area

6.2.5.2 Hotel:
A minimum of 1 space for every 30 dwelling, housekeeping or sleeping units, or any combination thereof.

Residential Units Area	under 65 m2	65 m2 - 105 m2	over 105 m2	Total
# of Units	221	98	21	340

6.3.21 Electrical outlets:
Each two Class A bicycle spaces must have an electrical outlet

6.5.1 Clothing Lockers
6.5.1 Where Class A bicycle spaces are required for a non-dwelling use, a minimum number of clothing lockers equal to 1.4 times the minimum number of required Class A spaces shall be provided, and shall be a minimum of 45 centimetres in depth, 30 centimetres in width and 90 centimetres in height with respect to no more than 50% of the lockers and 180 cm in height with respect to at least 50% of the lockers.

6.5.4 Water Closet:
The number of water closets, wash basins and showers required by section 6.5.2 shall conformto Table 6.5A for Office and Retail and Service uses, and shall conform to Table 6.5B for allother uses.

Water Closets:
2 water closet for 4-29 required Class A bicycle spaces

Wash Basins:
2 wash basin for 4-29 required Class A bicycle spaces

Showers
2 shower for 4-29 required Class A bicycle spaces

Required

Type	Commercial		Residential	Total
	Hotel	Retail		
Long Term Bikes (Class A)	7	0	640	647
Short Term Bikes (Class B)	7	0	18	25
				672

Residential Required (Sub types)

Lockers (Min. 10%)	Stacked and Vertical (Max. 60%)	Oversized (Min. 5%)	Horizontal (Min. 25%)	Total	EV Outlets
64	384	32	160	640	323

End of Trip Required

Type	Commercial		Total
	Hotel	Retail	
Locker	10	0	**10**
Water Closet	2	0	**2**
Wash Basins	2	0	**2**
Showers	2	0	**2**

Provided

Type	Commercial		Residential	Total
	Hotel	Retail		
Long Term Bikes (Class A)	8	0	645	653
Short Term Bikes (Class B)	8	0	23	31
				684

Residential Provided (Sub types)

	Lockers (Min. 10%)	Stacked and Vertical (Max. 60%)		Oversized (Min. 5%)	Horizontal (Min. 25%)	Total	EV Outlets
		Stacked	Vertical				
P1						0	0
P2		4	19	1	6	30	15
P3		8	22	12	6	48	24
P4		8	22	9	30	69	35
P5		8	22	9	30	69	35
P6		8	22	1	42	73	37
P7	64	172	52	1	67	356	178
Total	**64**	**367**		**33**	**181**	**645**	**324**


HOTEL AND RESIDENCES
OUTSIDE
HOTEL AND RESIDENCES

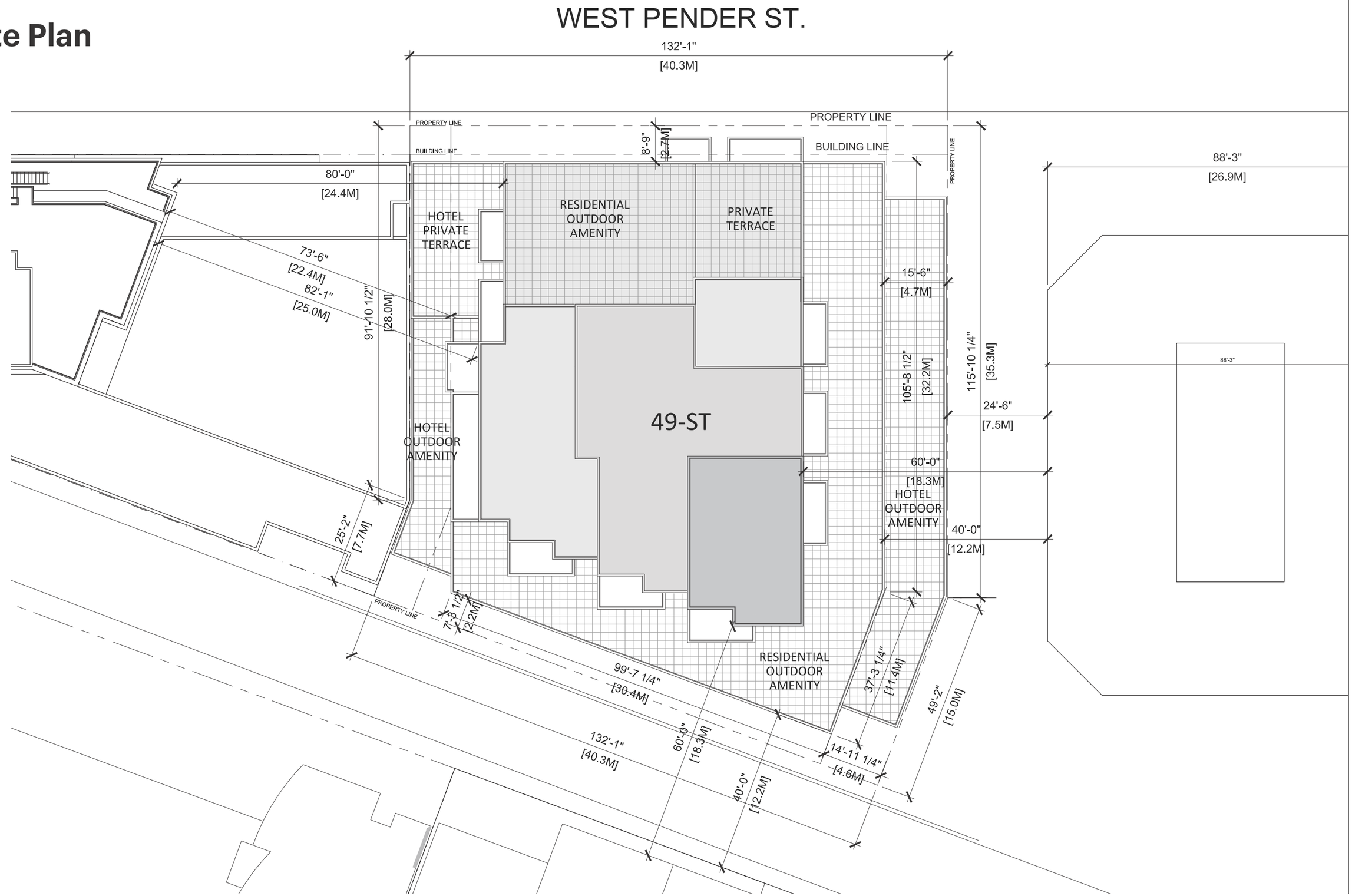
Section E.

Drawings

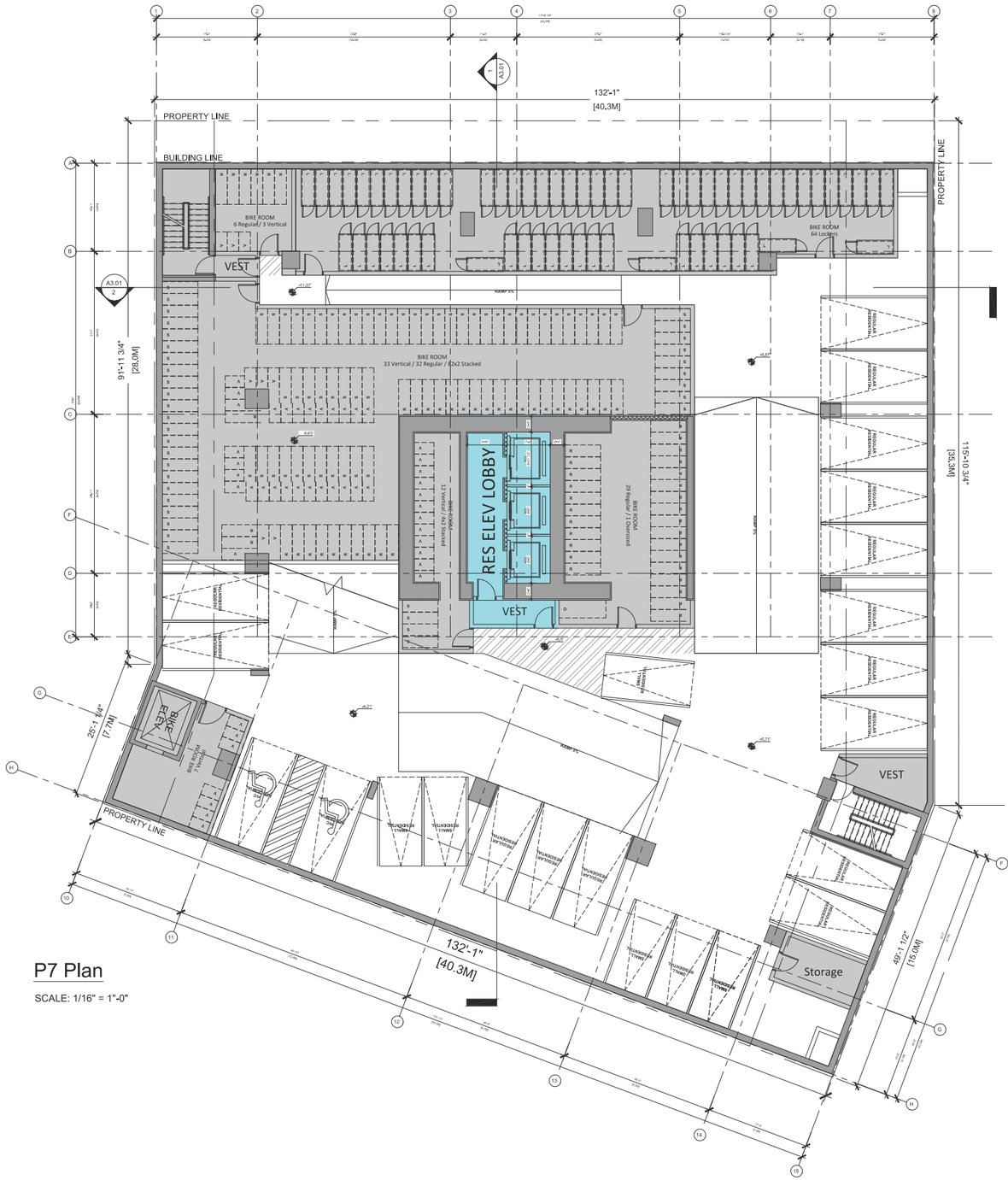
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Site Plan

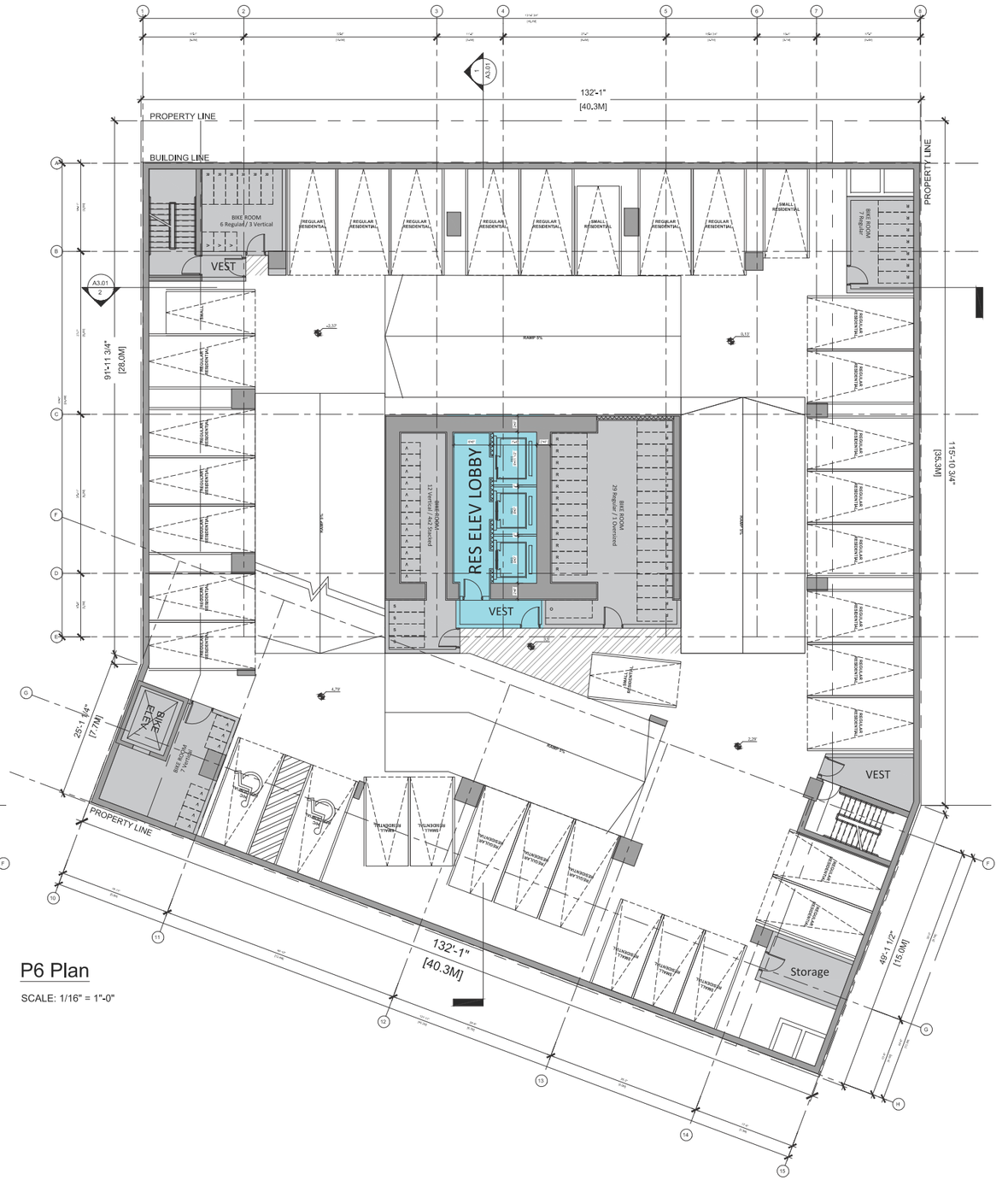

WEST PENDER ST.
132'-1"
[40.3M]
PROPERTY LINE
BUILDING LINE
8'-9"
[2.7M]
80'-0"
[24.4M]
HOTEL
PRIVATE
TERRACE
RESIDENTIAL
OUTDOOR
AMENITY
PRIVATE
TERRACE
73'-6"
[22.4M]
82'-1"
[25.0M]
91'-10 1/2"
[28.0M]
15'-6"
[4.7M]
105'-8 1/2"
[32.2M]
115'-10 1/4"
[35.3M]
49-ST
HOTEL
OUTDOOR
AMENITY
60'-0"
[18.3M]
HOTEL
OUTDOOR
AMENITY
40'-0"
[12.2M]
24'-6"
[7.5M]
88'-3"
[26.9M]
25'-2"
[7.7M]
PROPERTY LINE
7'-3 1/2"
[2.2M]
99'-7 1/4"
[30.4M]
RESIDENTIAL
OUTDOOR
AMENITY
37'-3 1/4"
[11.4M]
49'-2"
[15.0M]
132'-1"
[40.3M]
60'-0"
[18.3M]
40'-0"
[12.2M]
14'-11 1/4"
[4.6M]

Floor Plans



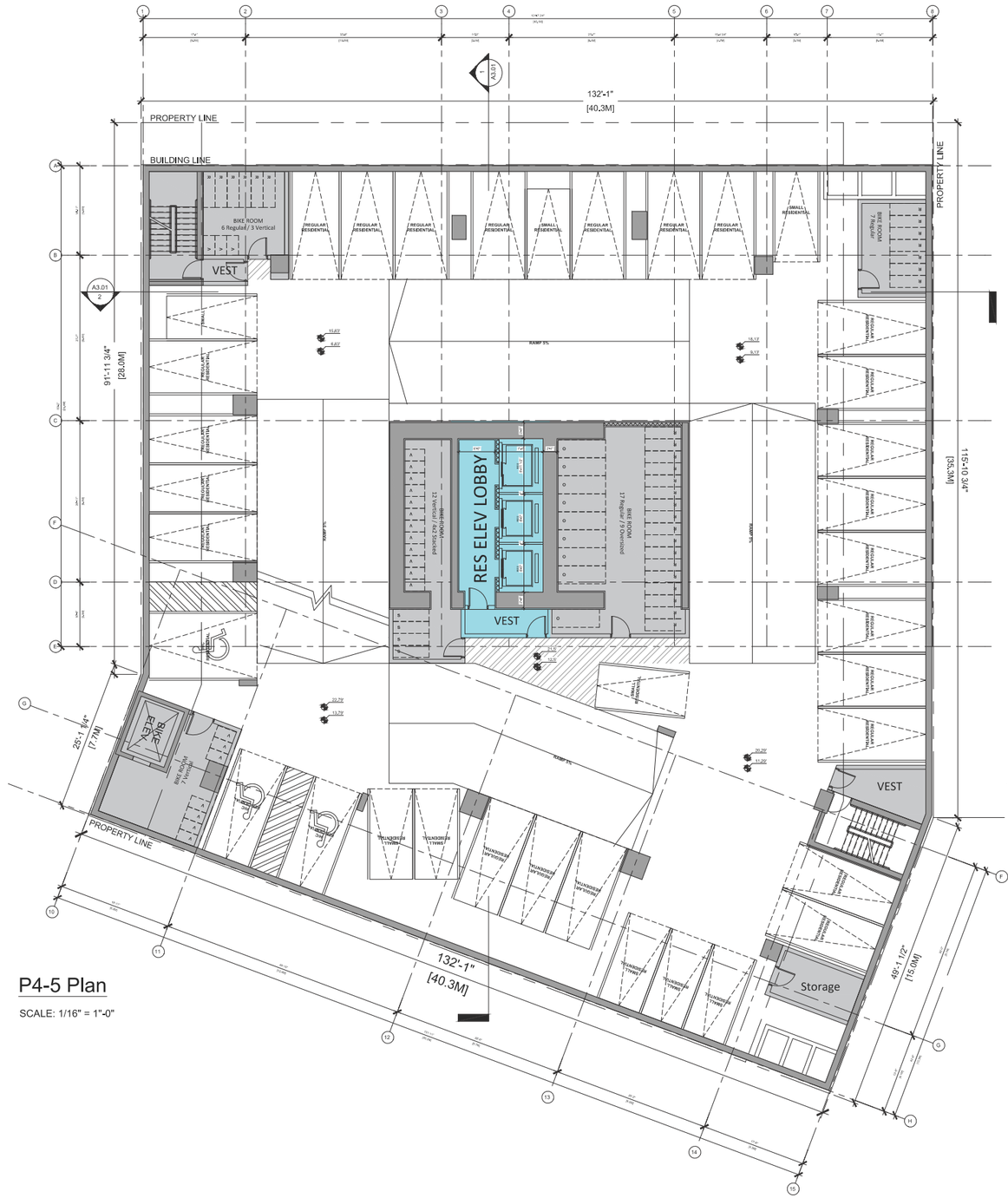
P7 Plan

SCALE: 1/16" = 1"-0"



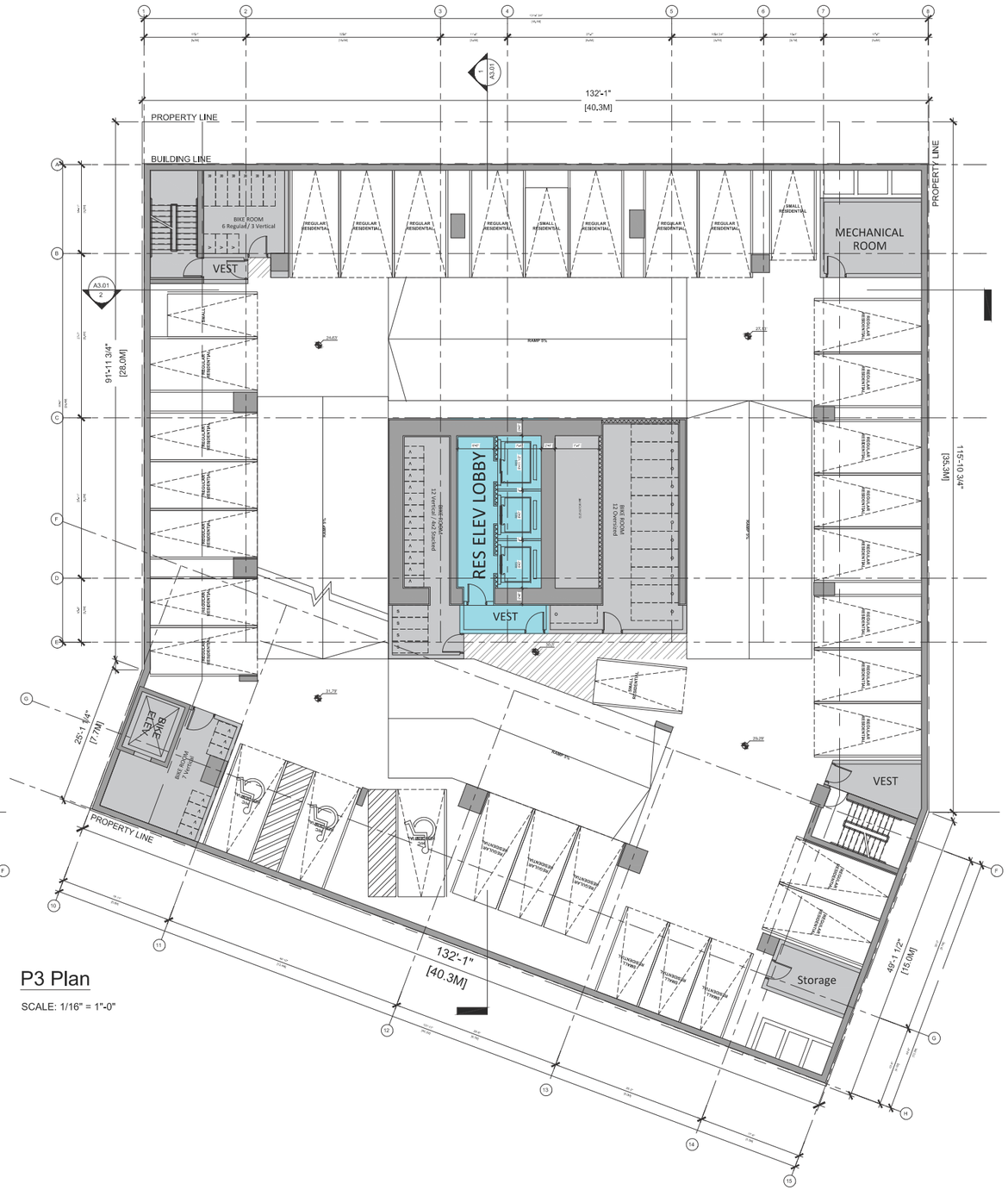
P6 Plan

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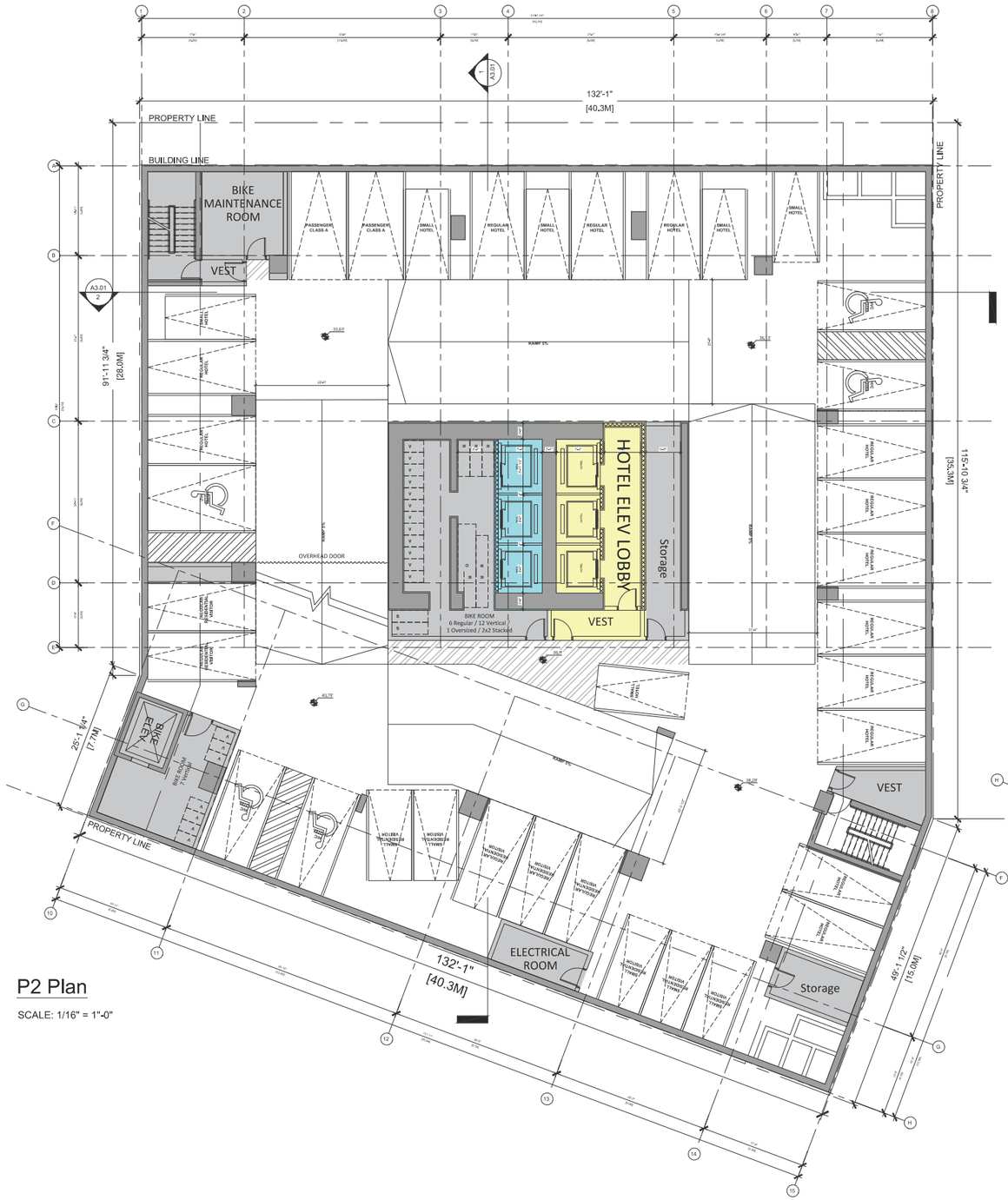
P4-5 Plan

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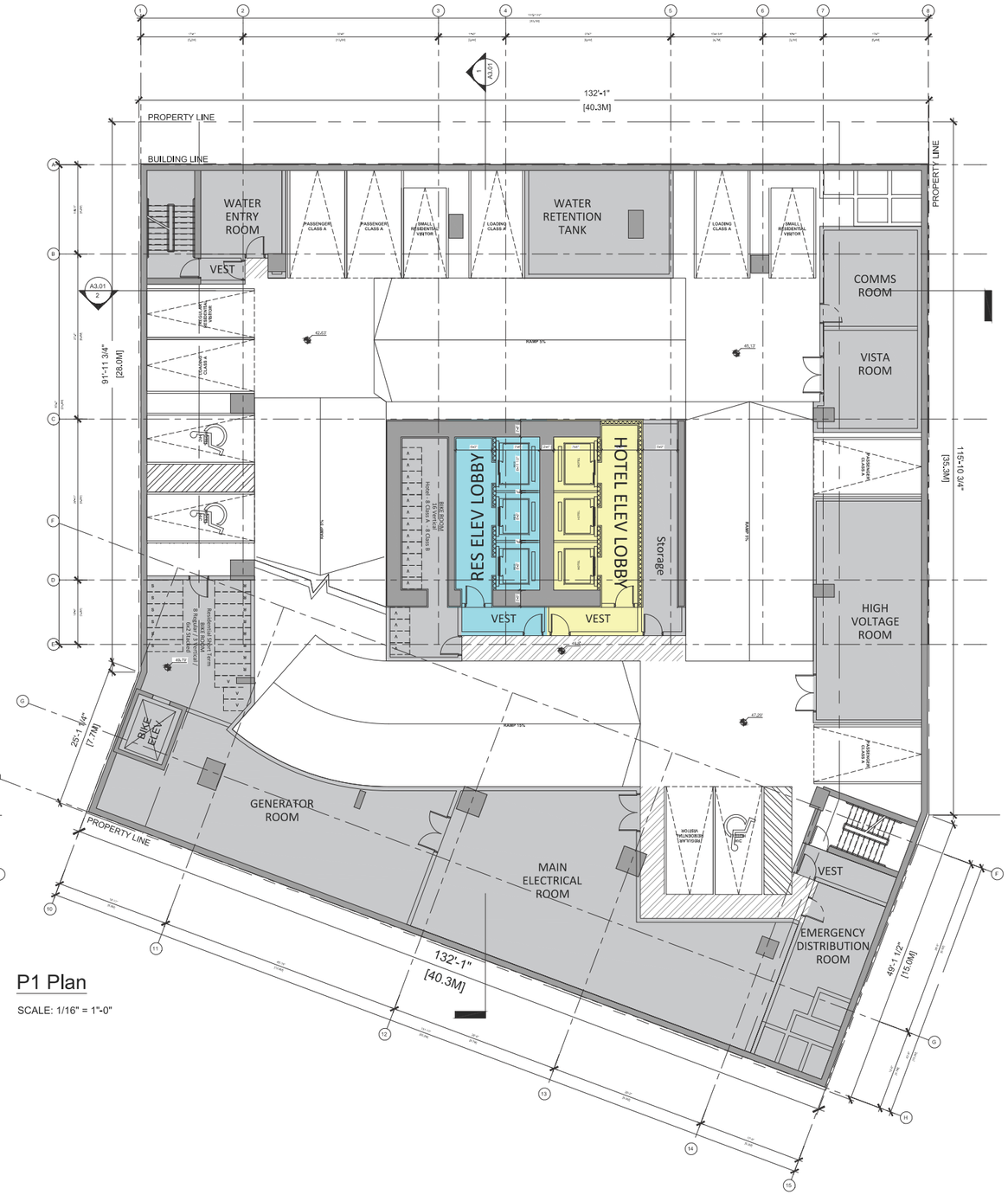
P3 Plan

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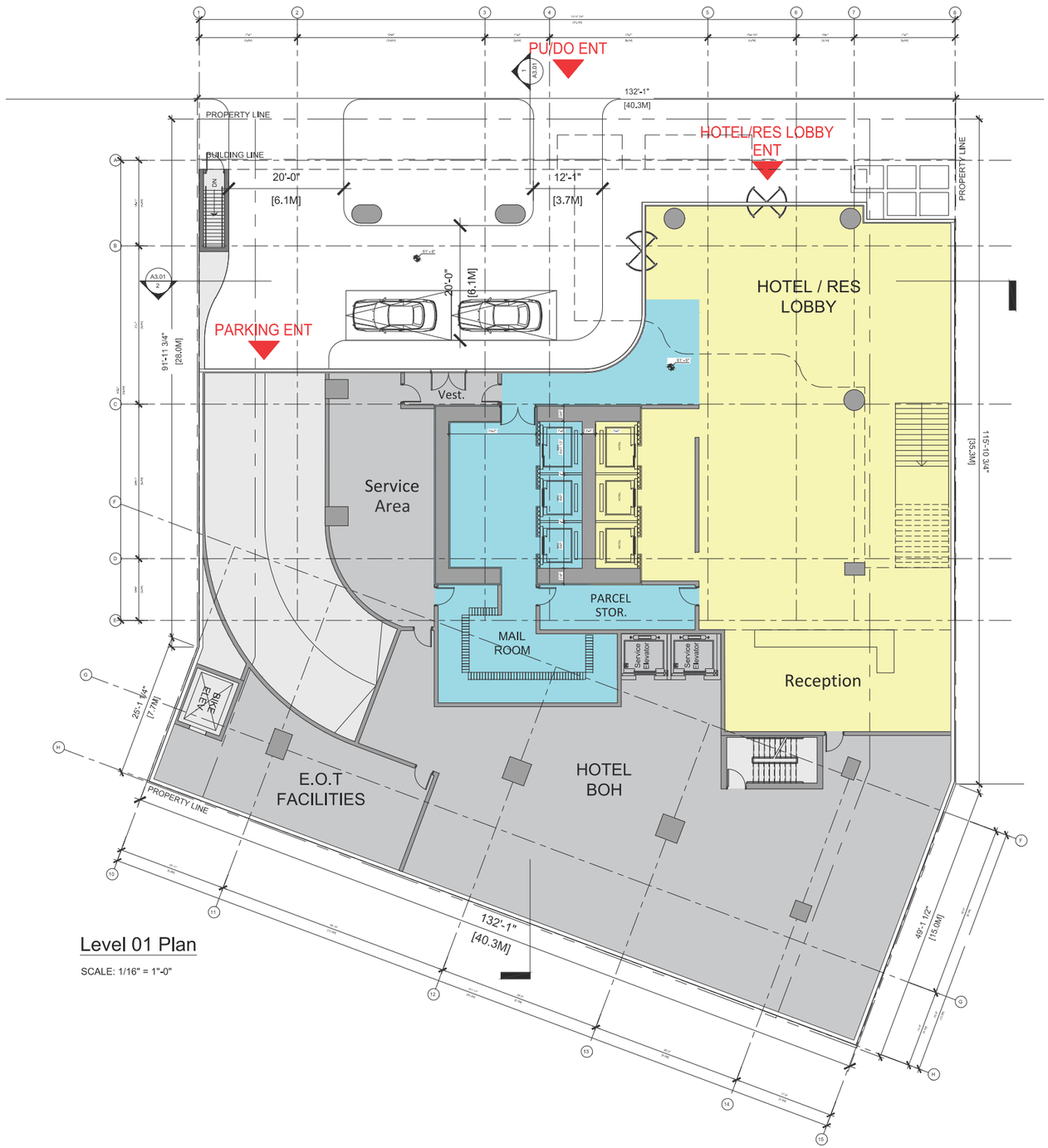
P2 Plan

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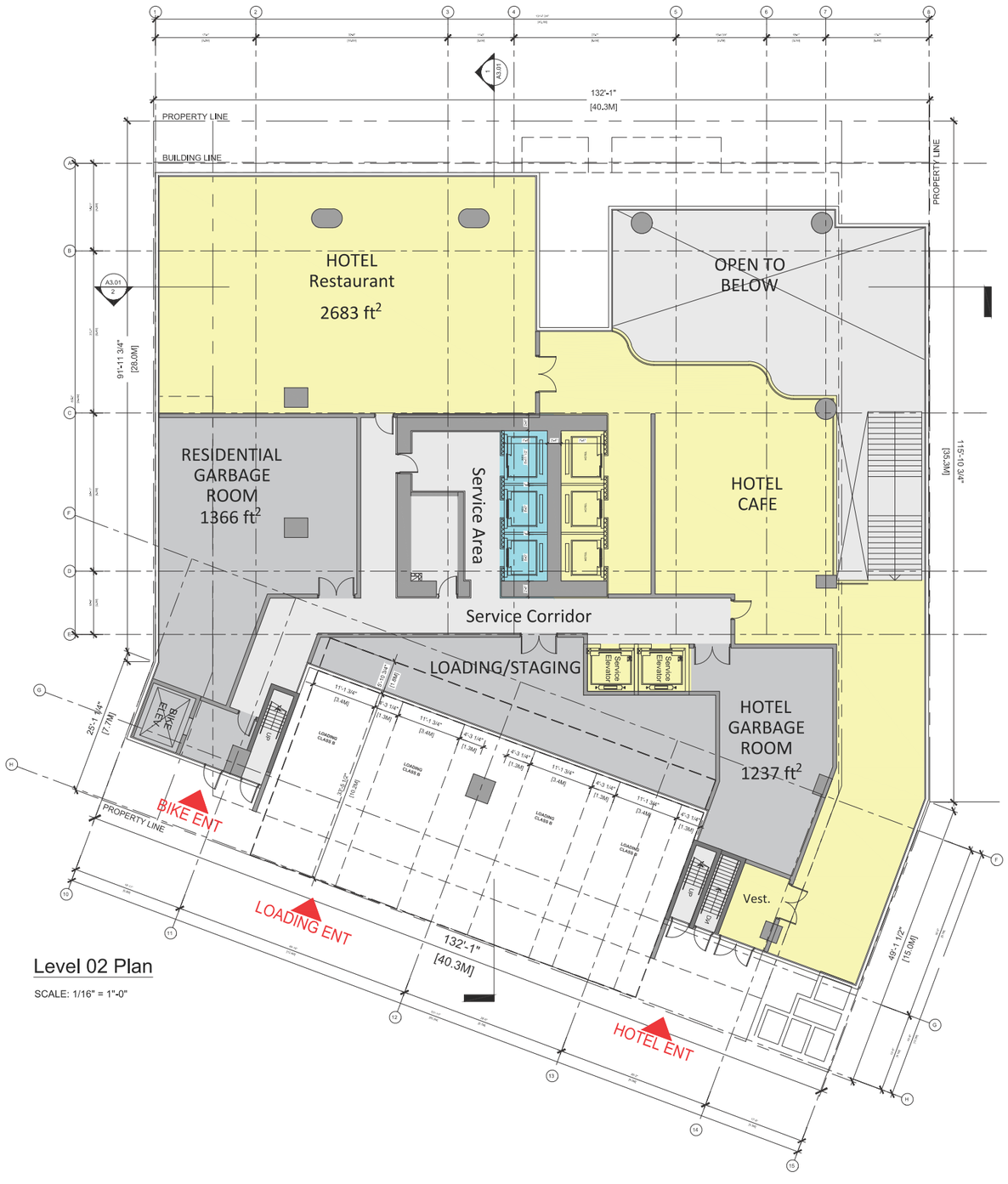
P1 Plan

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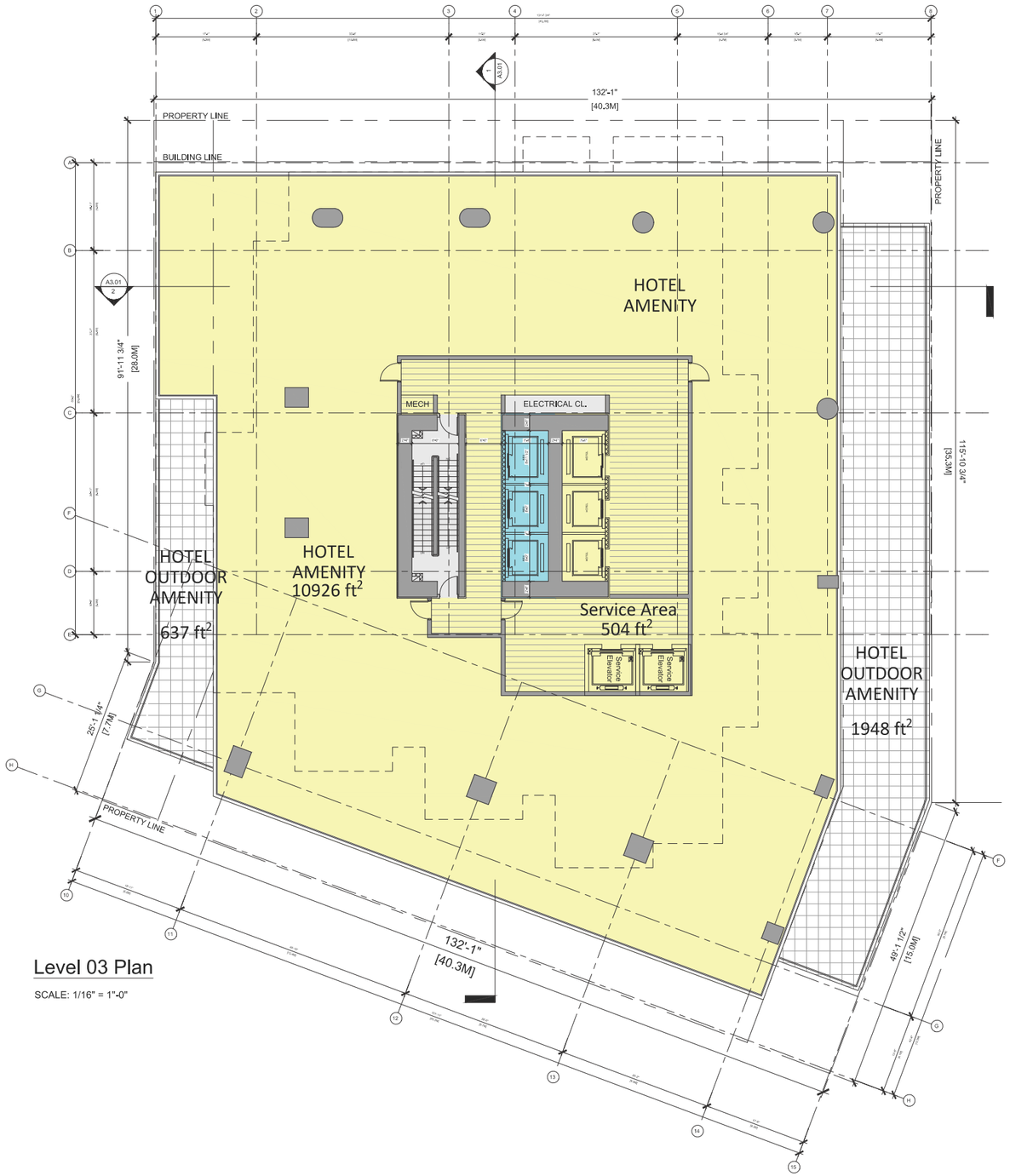
Level 01 Plan

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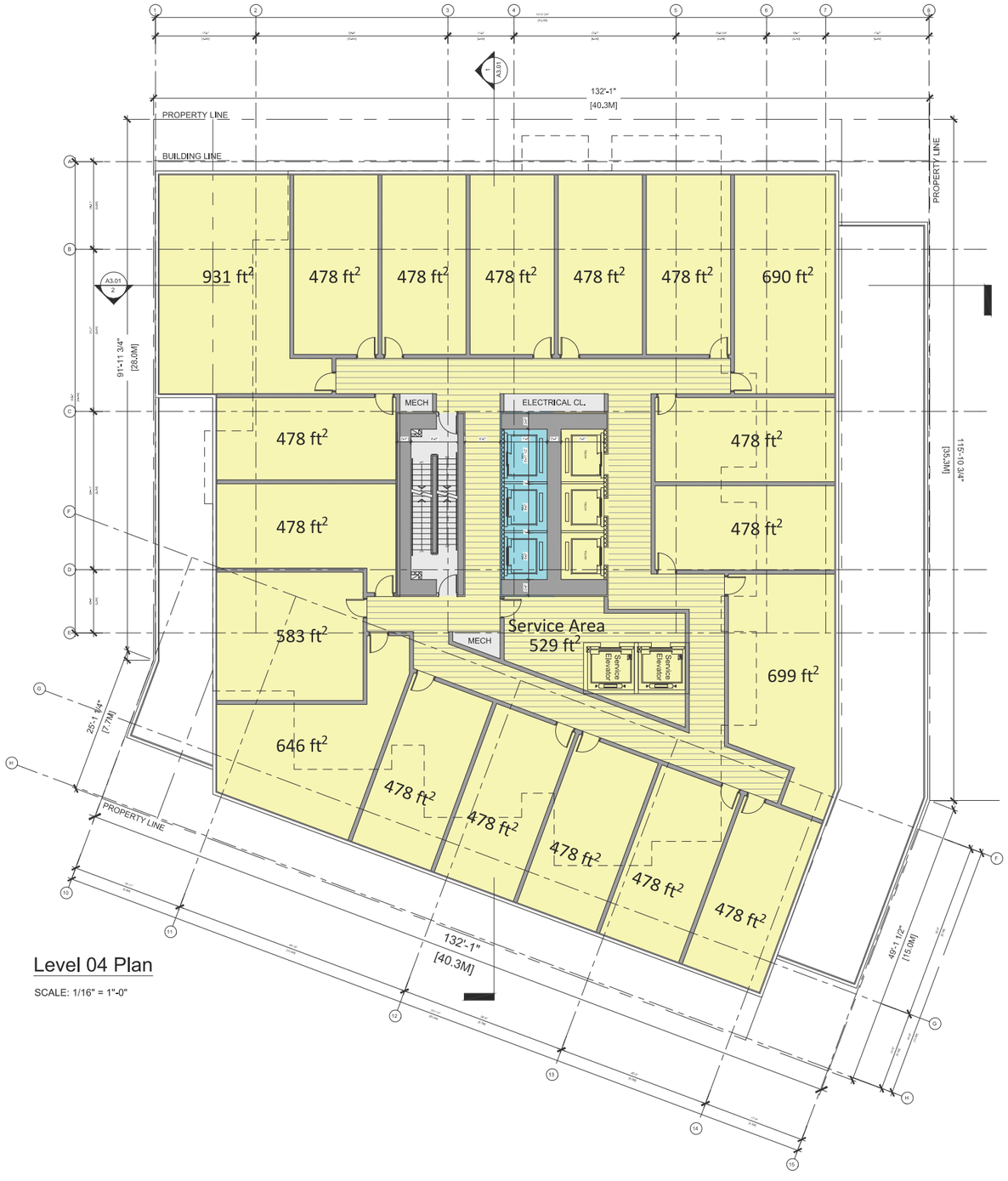
Level 02 Plan

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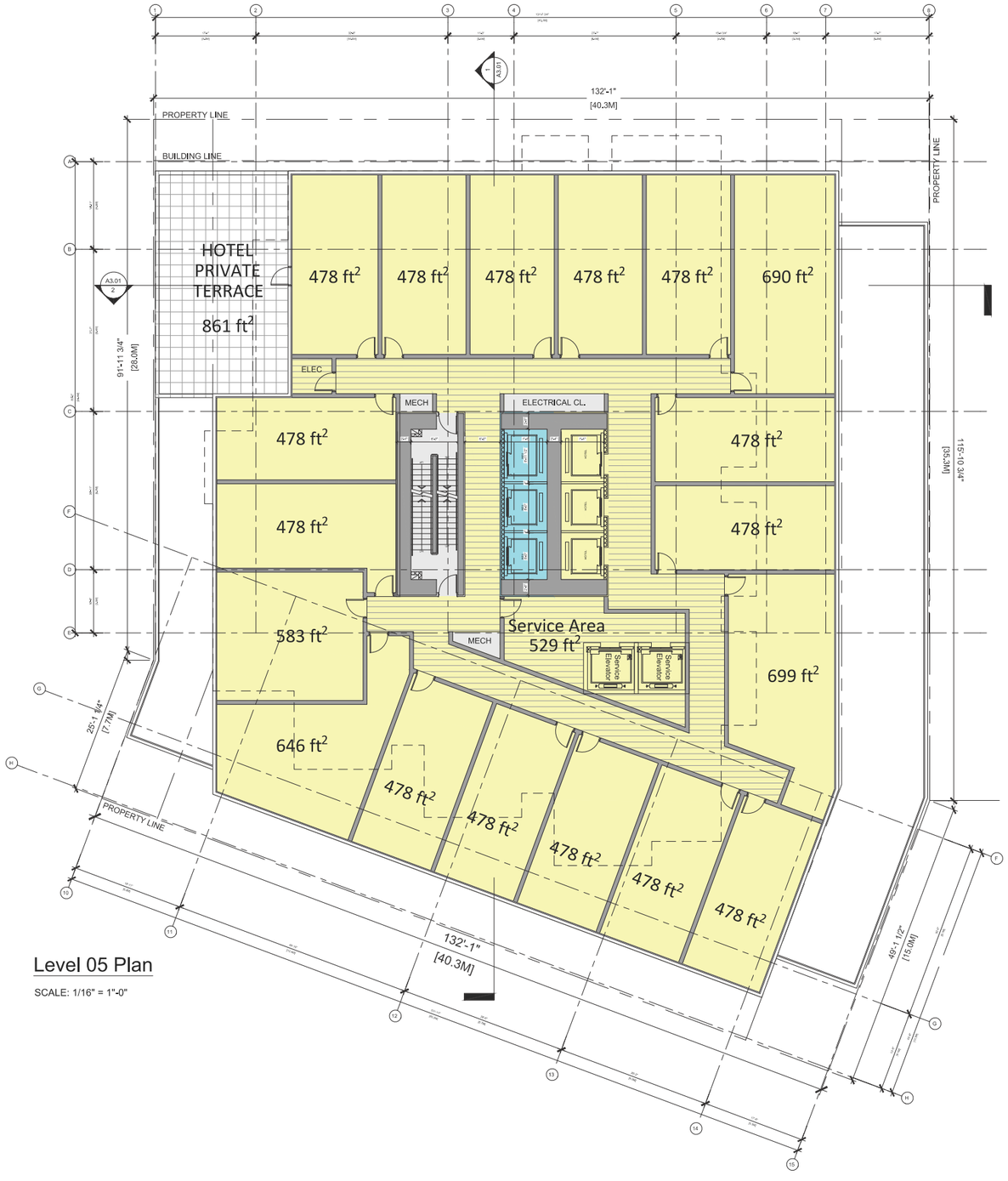
Level 03 Plan

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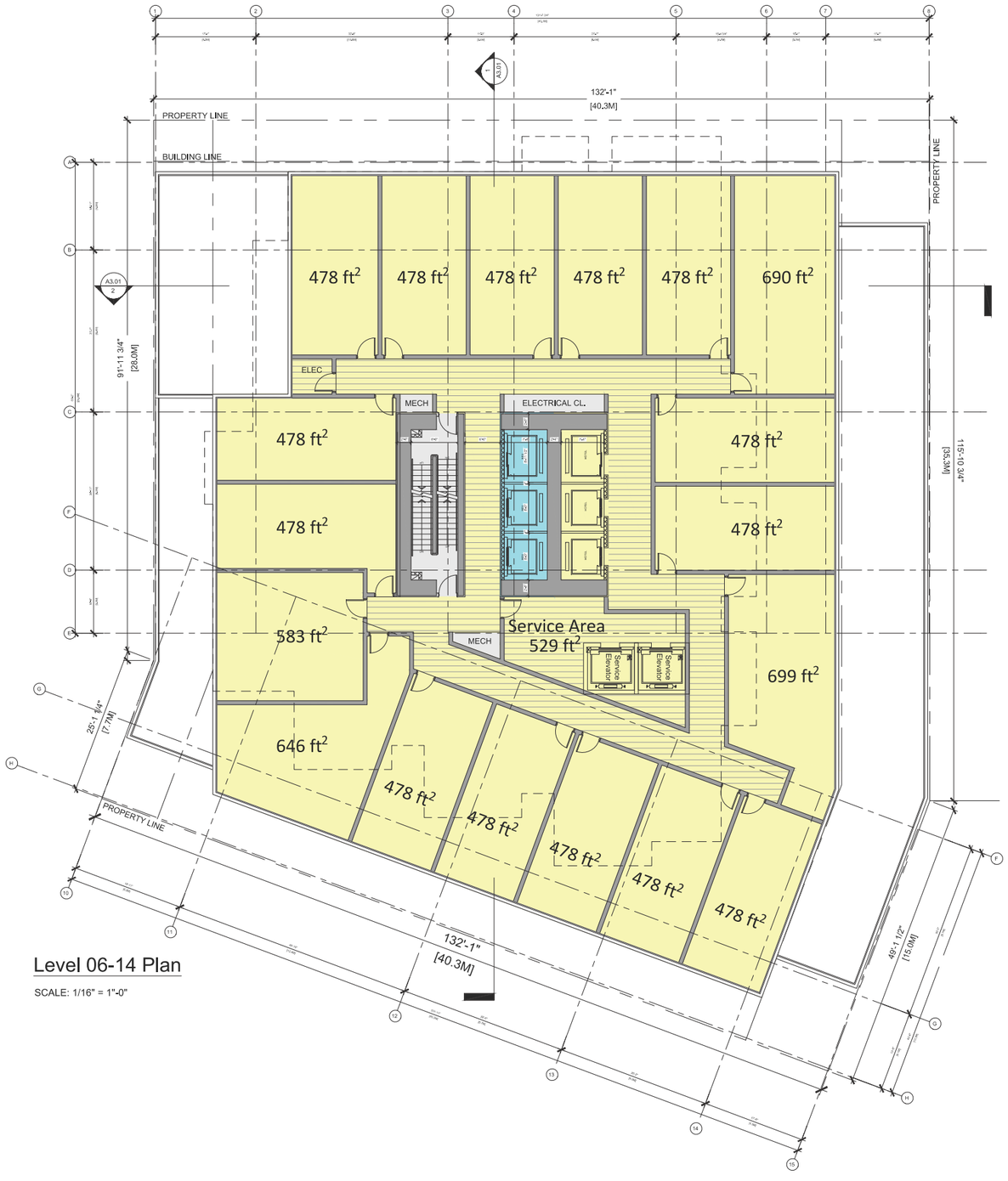
Level 04 Plan

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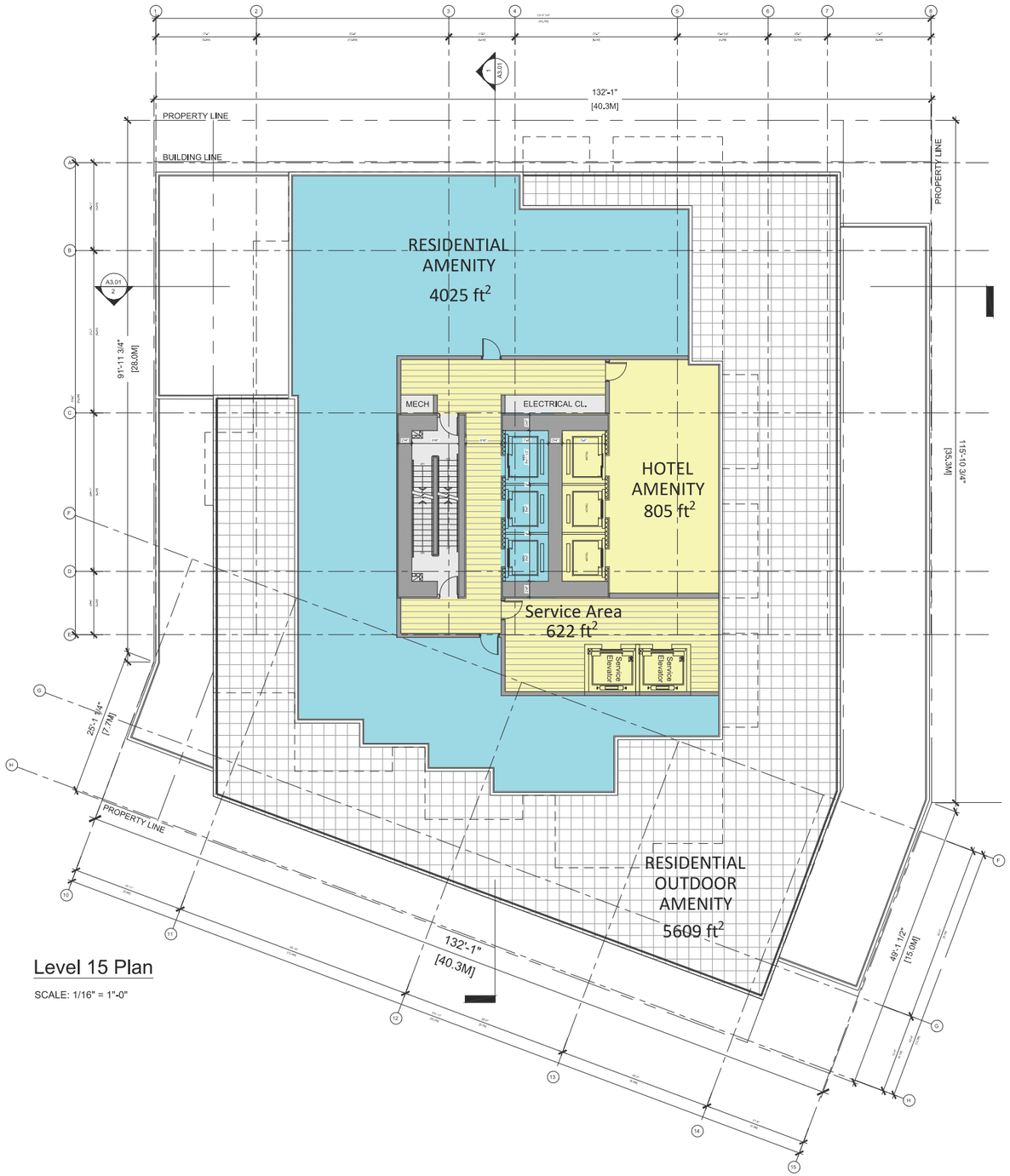
Level 05 Plan

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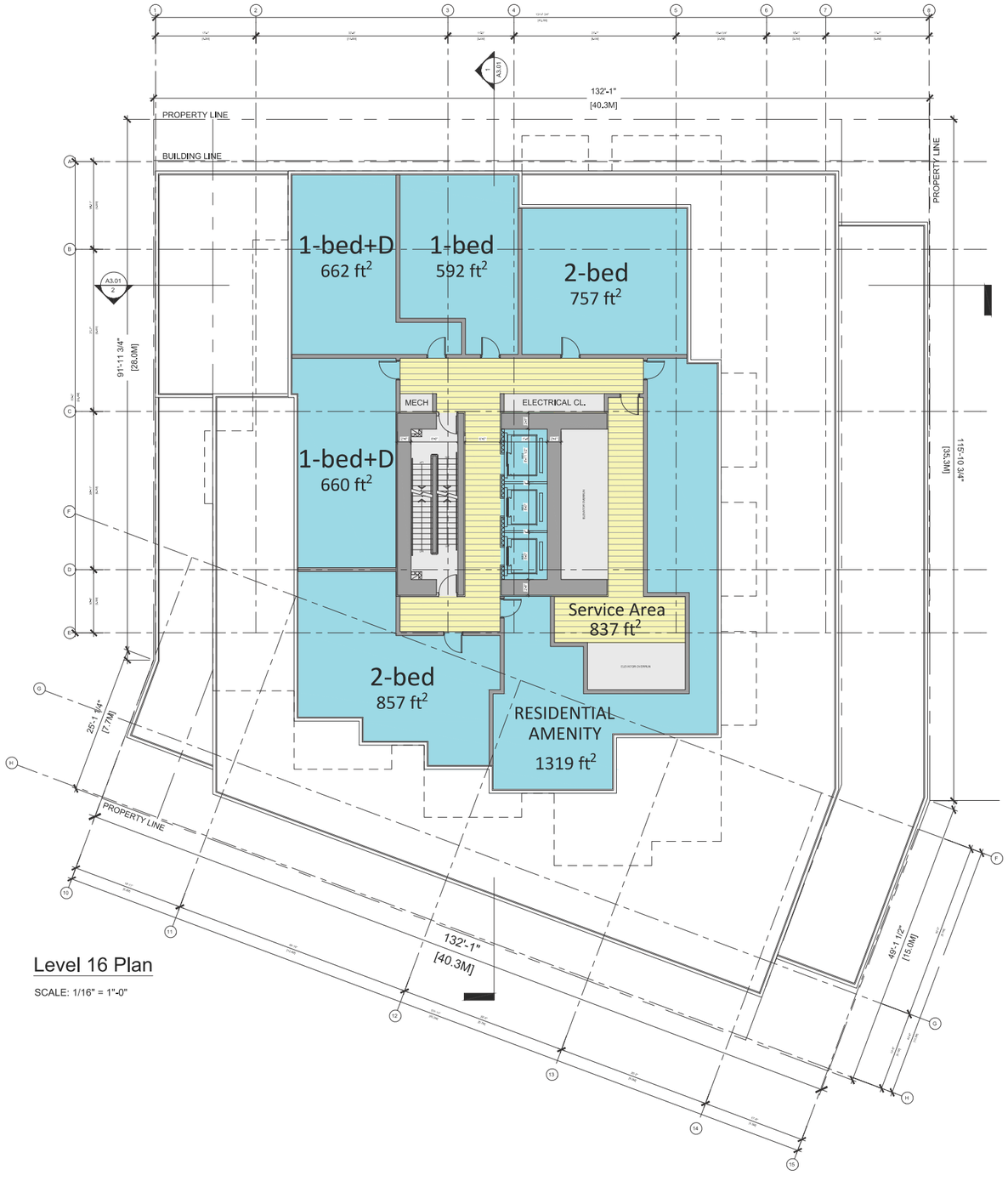
Level 06-14 Plan

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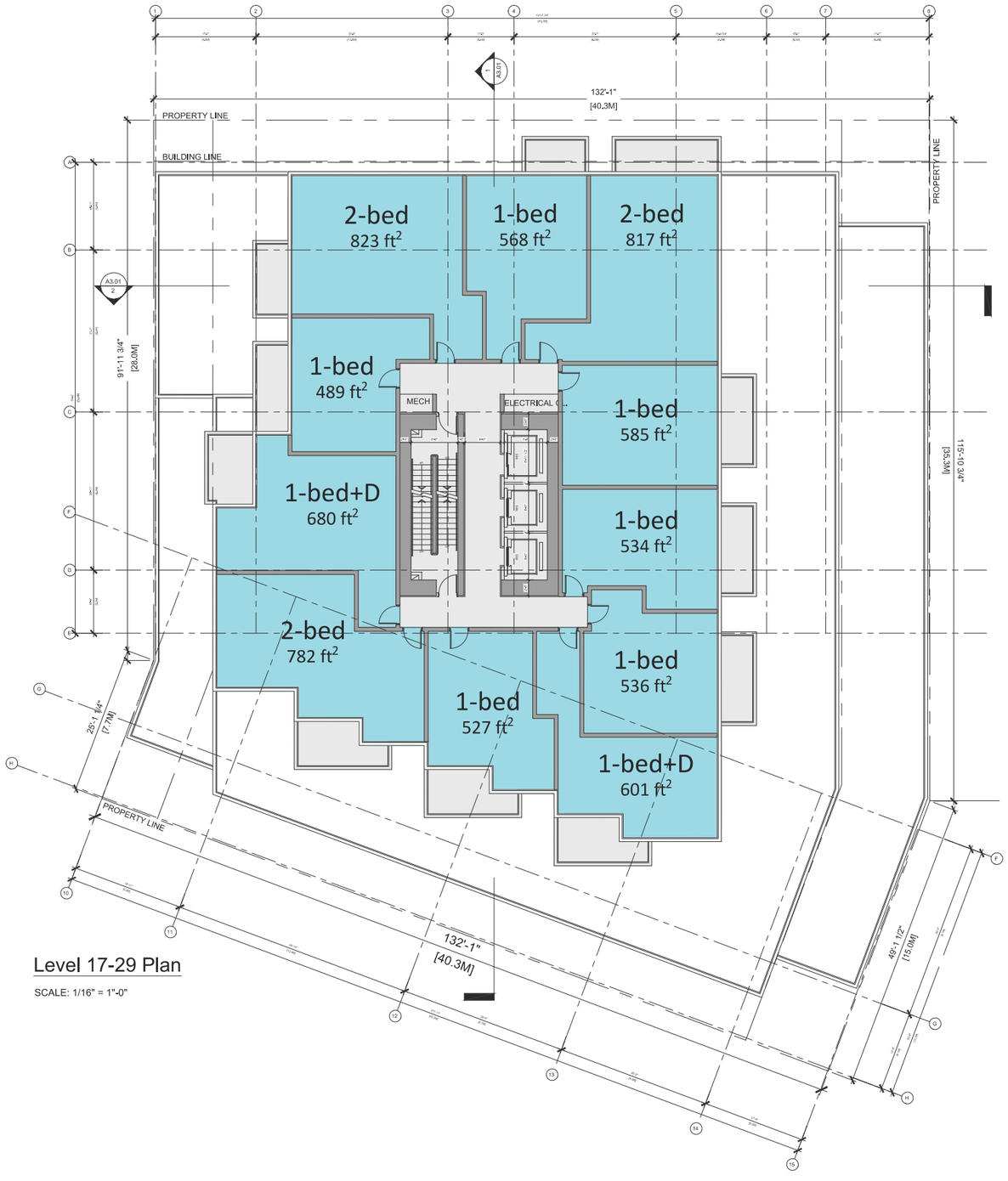
Level 15 Plan

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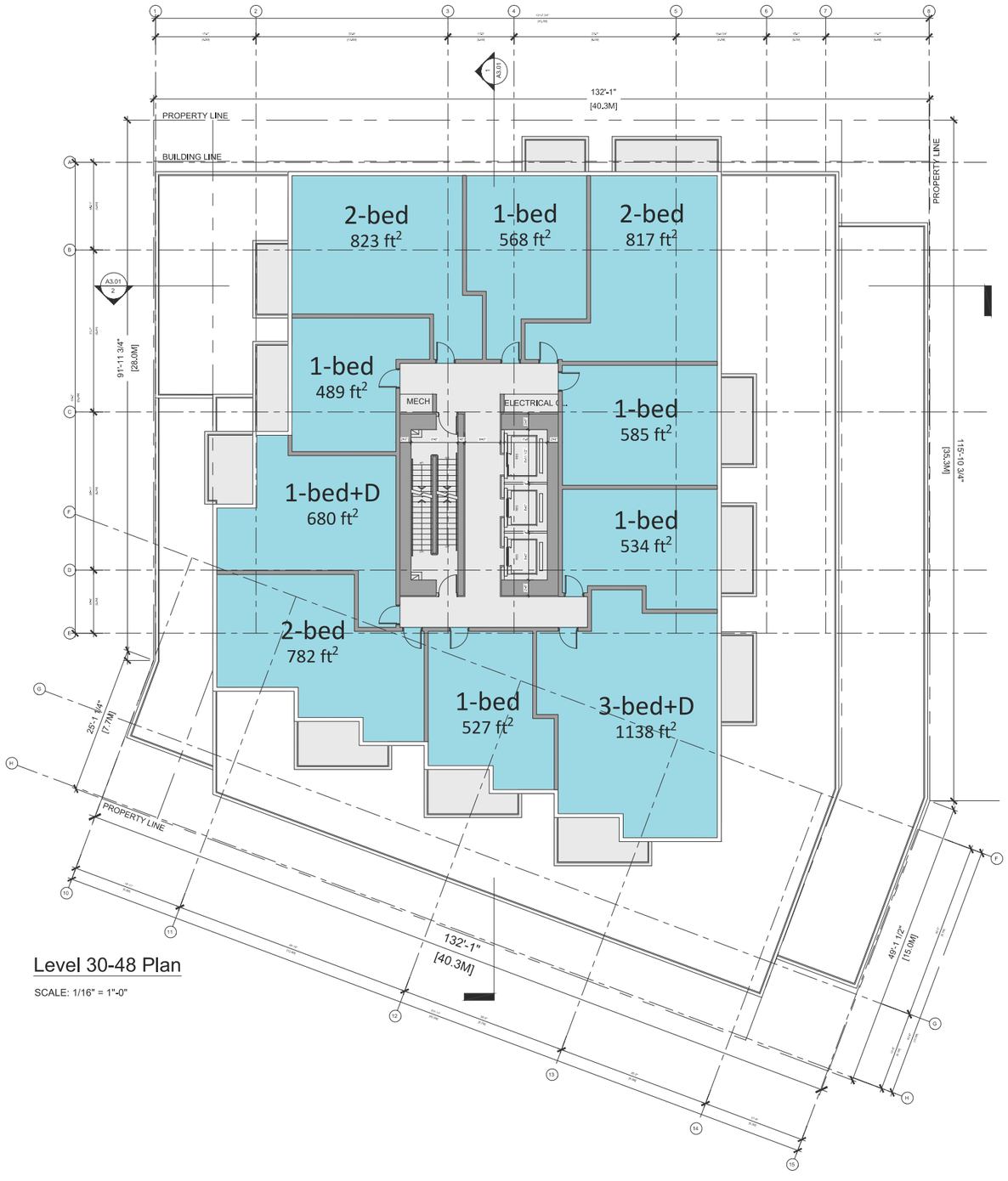
Level 16 Plan

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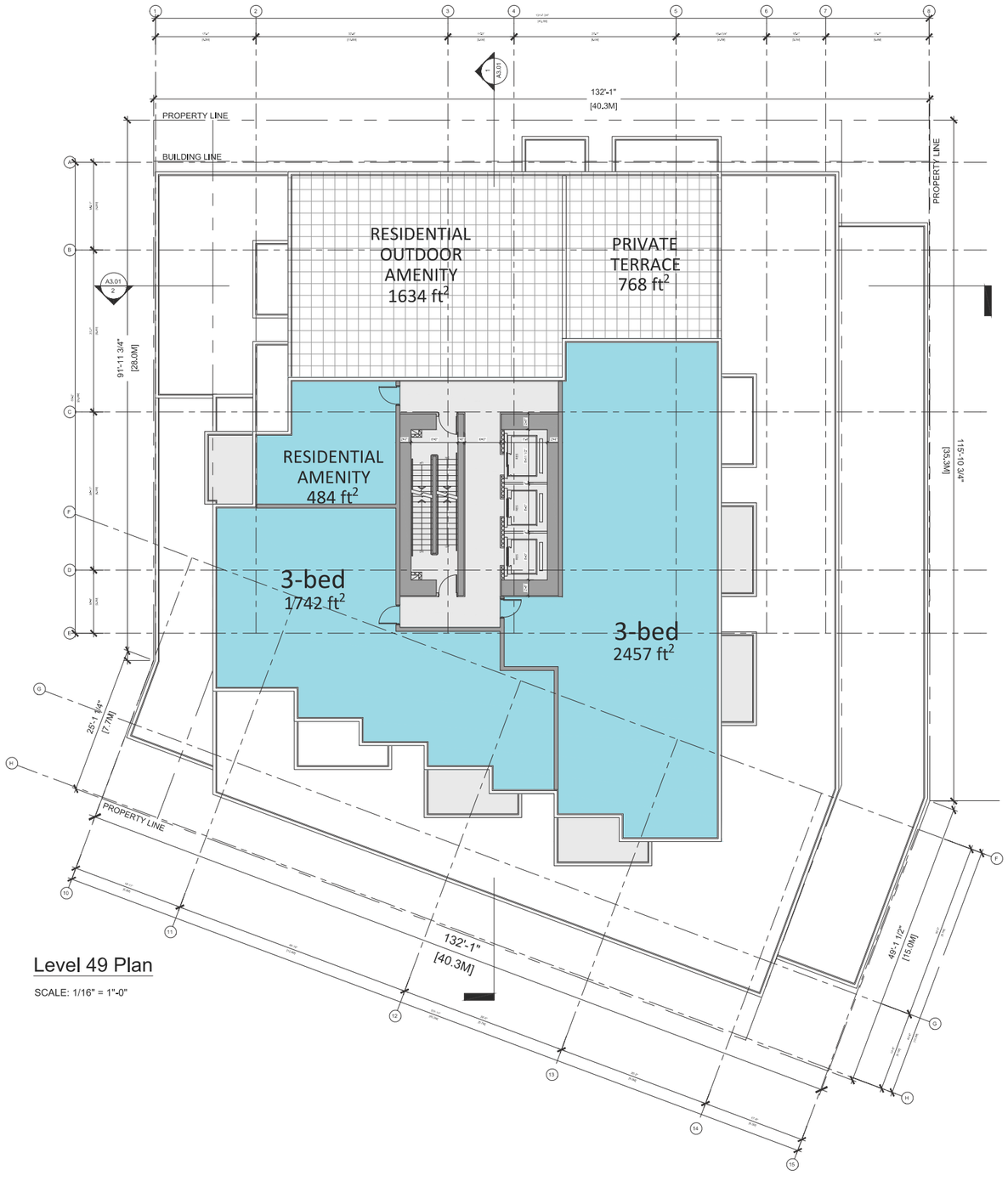
Level 17-29 Plan

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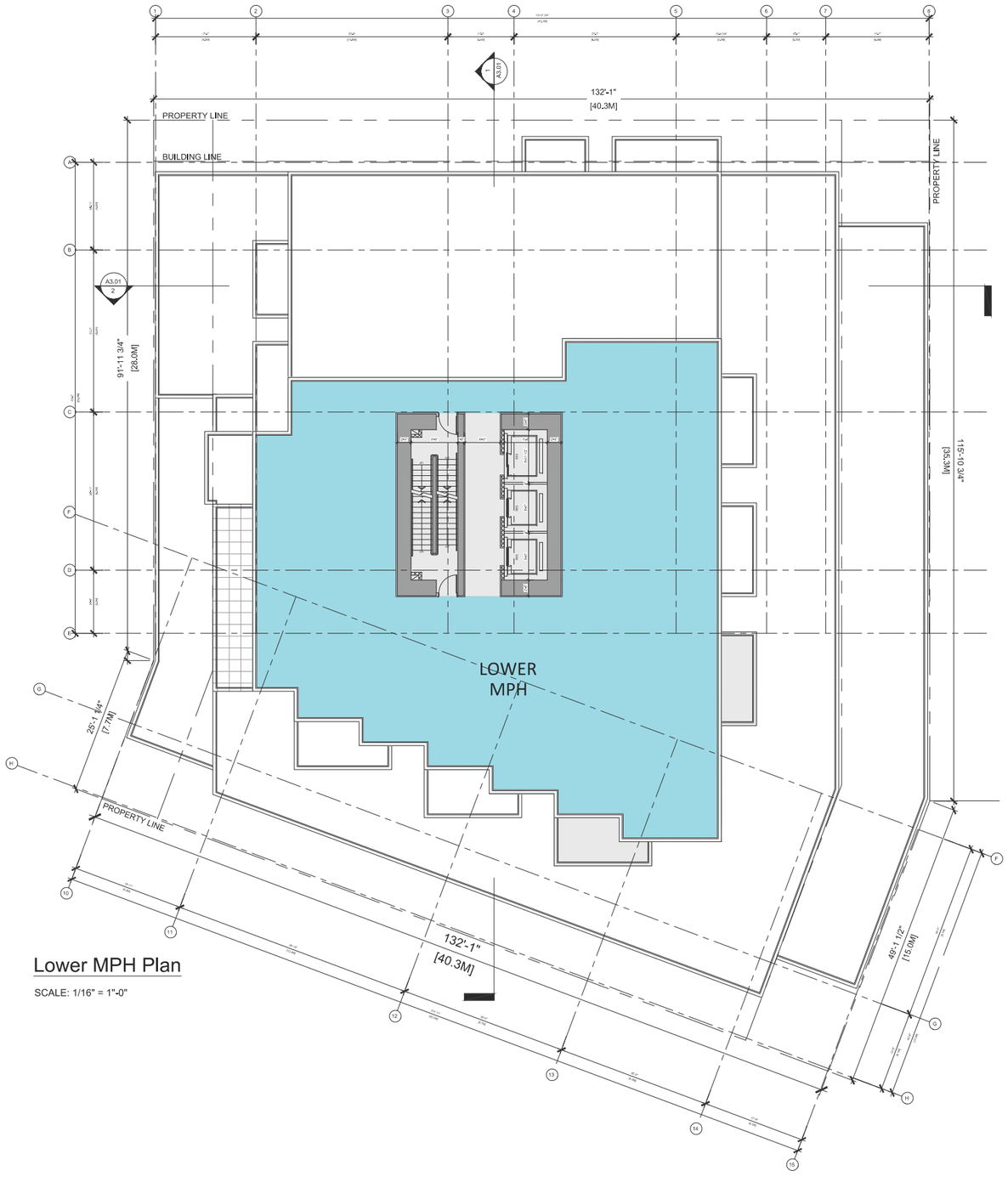
Level 30-48 Plan

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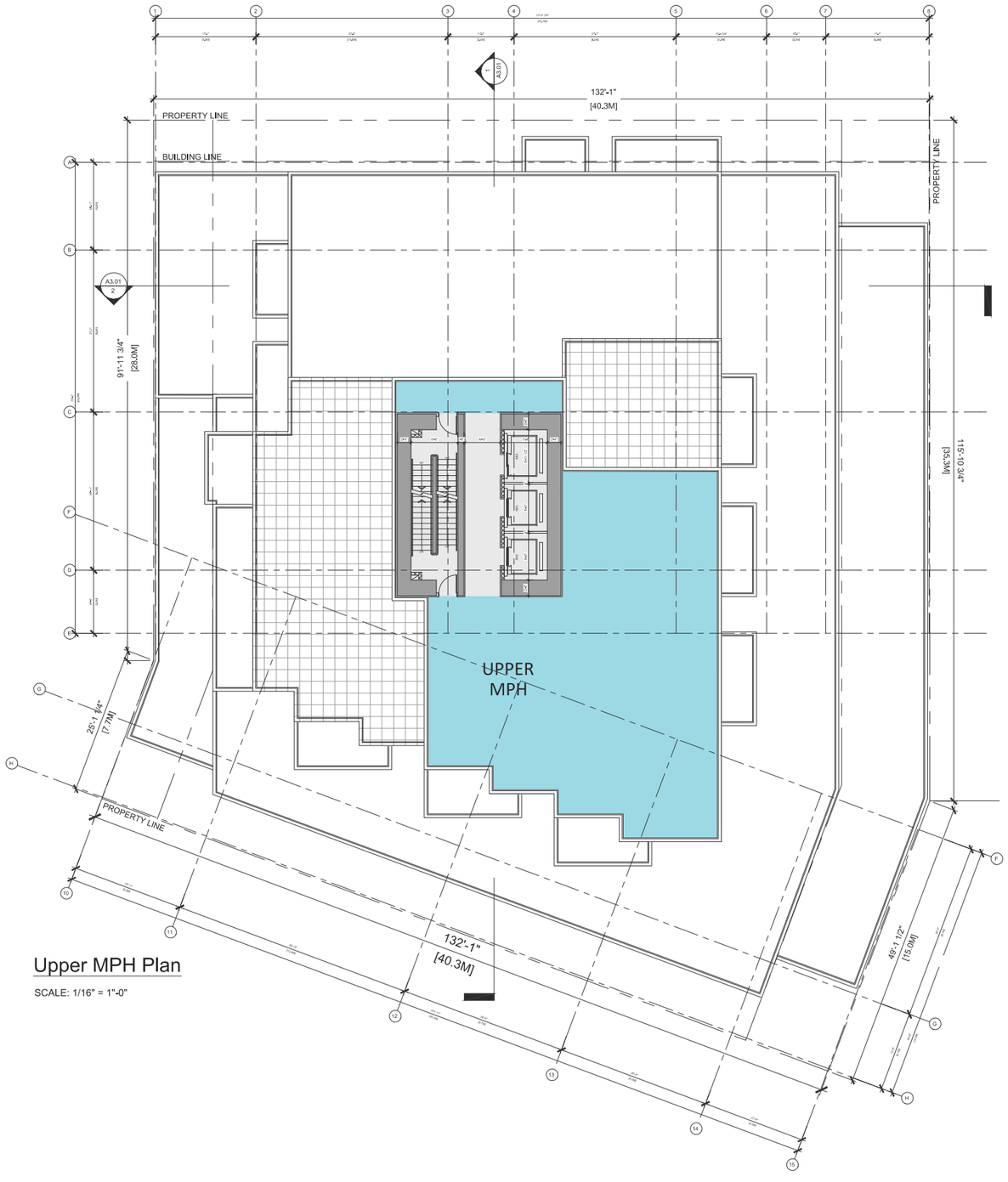
Level 49 Plan

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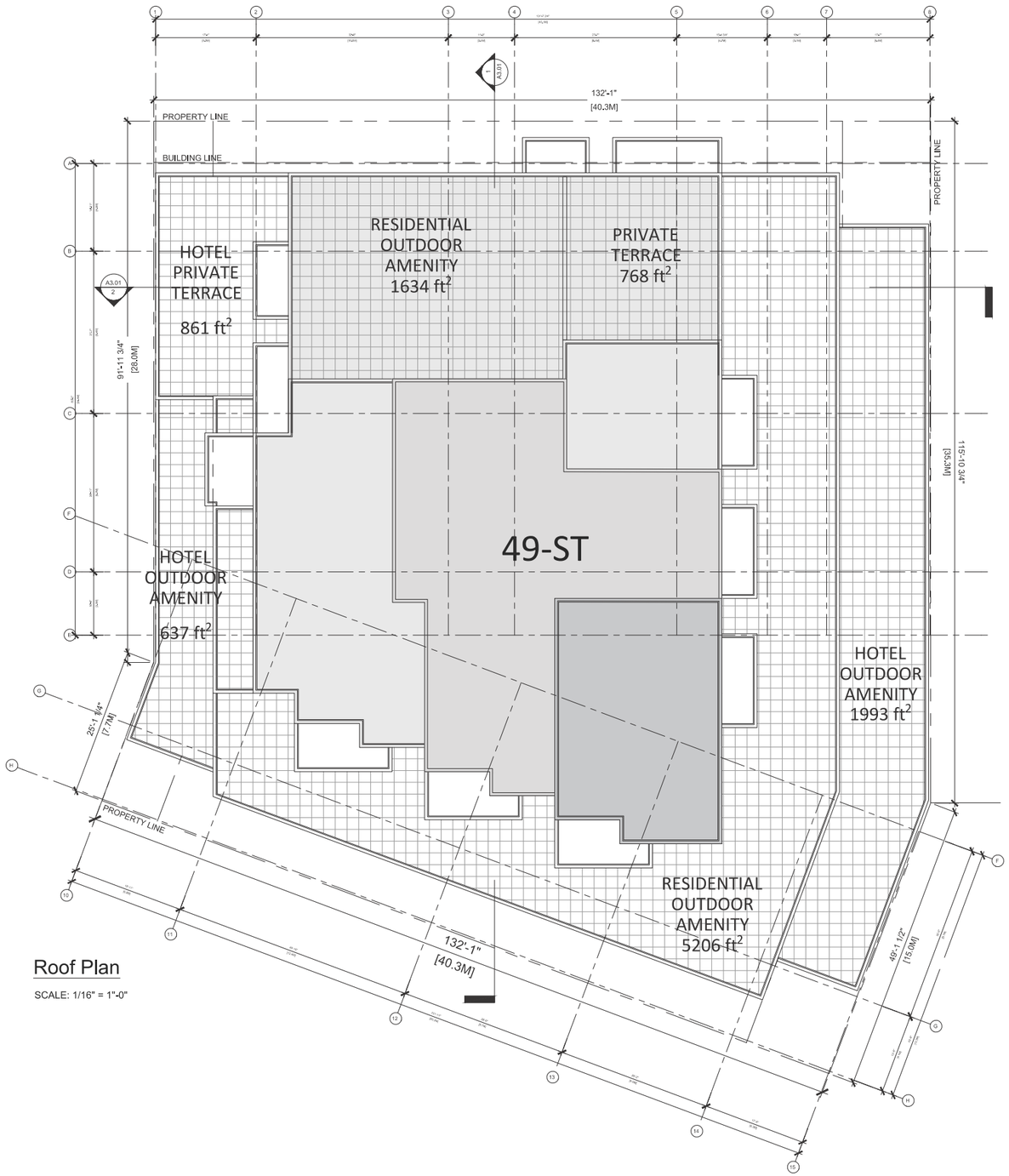
Lower MPH Plan

SCALE: 1/16" = 1'-0"



Upper MPH Plan

SCALE: 1/16" = 1'-0"



Roof Plan

SCALE: 1/16" = 1'-0"

Elevations



North Elevation

SCALE: 1/64" = 1"-0"



South Elevation

SCALE: 1/64" = 1"-0"



East Elevation

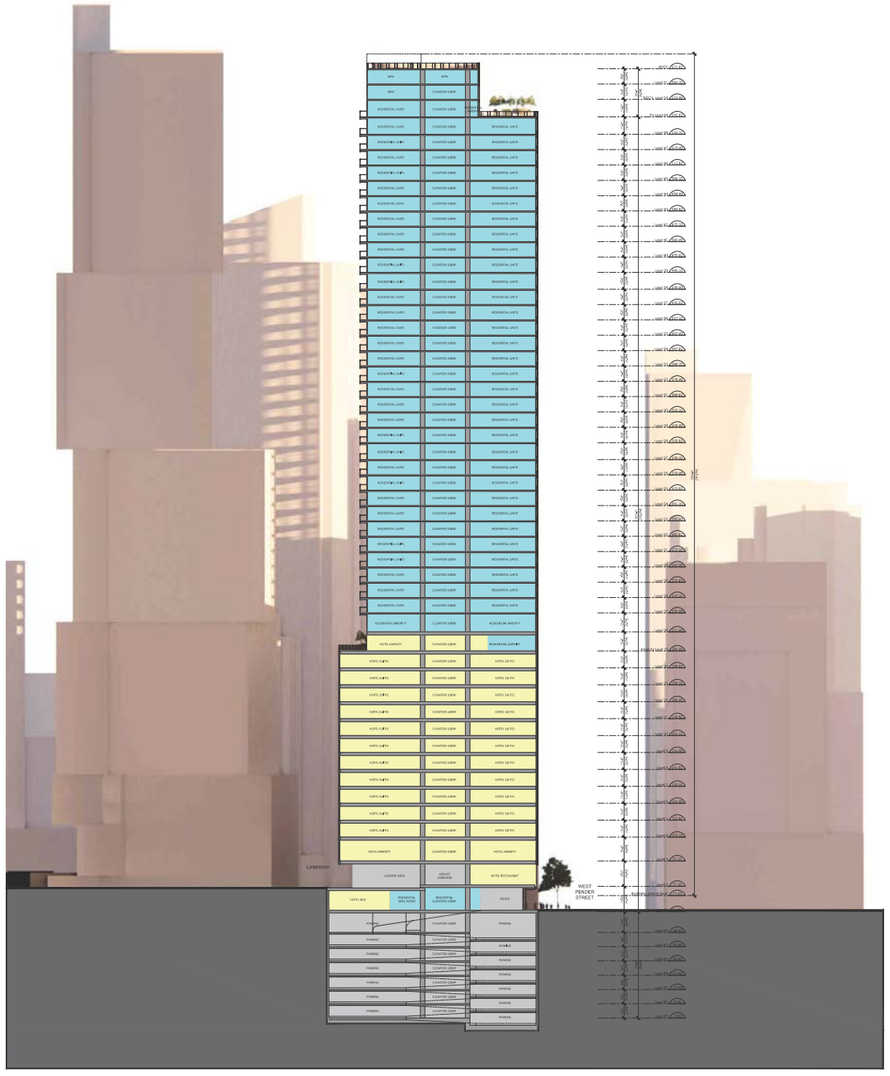
SCALE: 1/64" = 1"-0"



West Elevation

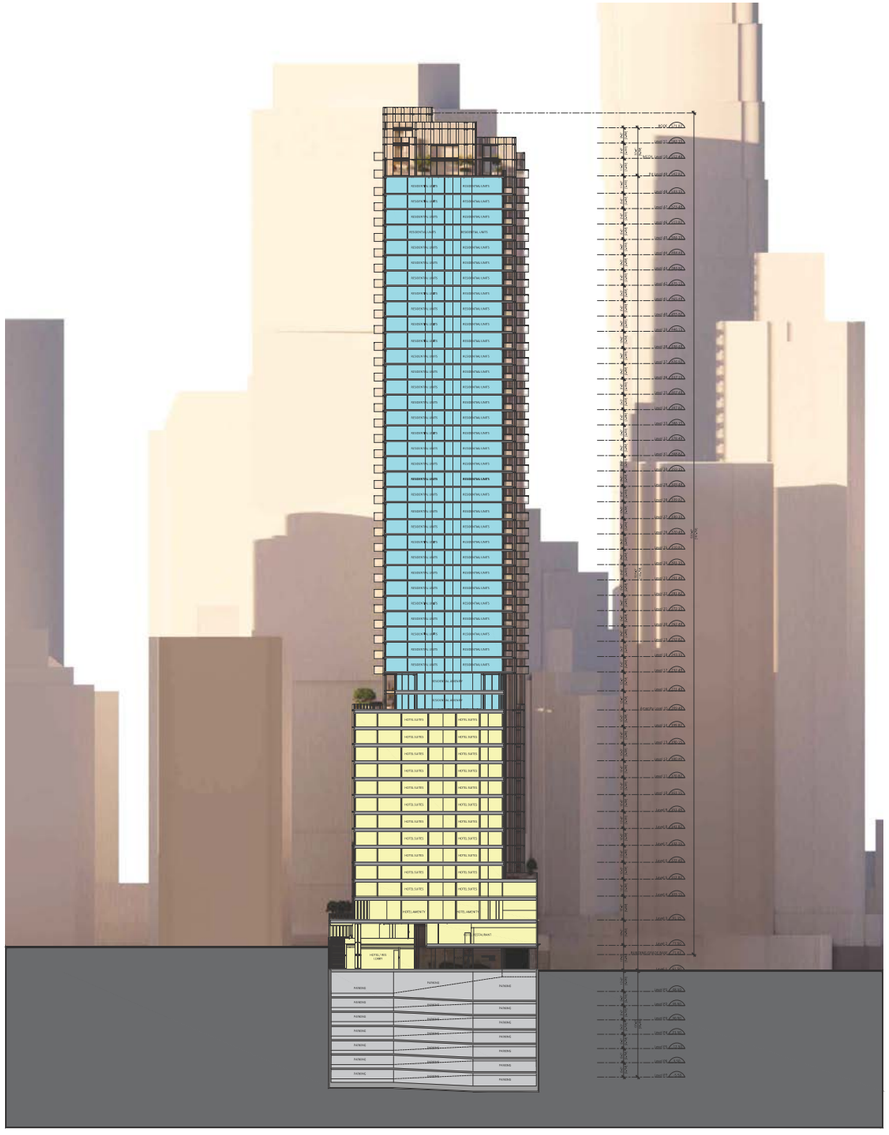
SCALE: 1/64" = 1"-0"

Sections



Section 1

SCALE: 1/64" = 1'-0"



Section 2

SCALE: 1/64" = 1'-0"

Legend

Hotel

Residential

Existing Shadows

Shadowing

The proposed development at 1166 West Pender seeks an exception to the Solar Access Guidelines for the Downtown Peninsula (2025) with respect to limited shadow encroachment on Harbour Green Park during the fall equinox.

The proposal requests flexibility provided under Section 3.1.2, which allows Council, the Development Permit Board, or the Director of Planning to consider relaxations where a project advances a significant city-building priority. In this case, the proposed mixed-use hotel and residential development directly support the objectives of the Hotel Development Policy (2025) and Interim Downtown Rezoning Policy (2026) by contributing much-needed hotel capacity in the downtown core, while also delivering new housing in a highly accessible, transit-oriented location.

This proposal has been developed with a clear understanding of the importance of protecting key public open spaces in Vancouver's Downtown and has been designed to minimize shadow impacts on the public realm where possible and to align with the overall intent of the guidelines.

Harbour Green Park is an urban park offering views of the city skyline, North Shore mountains, and waterfront. The park includes walking paths, landscaped green spaces, and a children's water play area. The park is organized into upper and lower areas, connected by a change in elevation and a stairway.

The lower portion of Harbour Green Park, offers scenic views, proximity to the water, benches, and open spaces make it an inviting area to enjoy the surroundings. The upper portion, serves to provide a pleasant, transitional thoroughfare to the main waterfront area. Accessible from Cordova Street, this space features thoughtfully designed pathways and landscaping directing pedestrian traffic down to the lower park or up to the sidewalk, ensuring a strong link between the space below and the Downtown. Notably, the park's heaviest usage occurs during the summer months.

A comprehensive shadow analysis including both basic and detailed studies in accordance with Sections 5.1 and 5.2 of the Guidelines, confirms that incremental shadowing resulting from the proposal is limited.

The analysis demonstrates that a significant portion of the park entrance and upper areas are already subject to existing shadow for parts of the day. It also finds that the majority of incremental new shadow falls on the upper Harbour Green Park area, which primarily serves as a pedestrian connection rather than a primary recreational space. The lower waterfront area, where users tend to spend extended periods, is largely unaffected, with total new shadow representing less than 1% (0.77%) of the area. No new shadow is introduced between 10:00 AM and 1:15 PM, and a maximum of 3.3% new shadow occurs only within a limited 15-minute interval.

It is found that the incremental shadow does not materially impact the primary function, usability, or enjoyment of Harbour Green Park. The proposal maintains the integrity of the park as a key public amenity while carefully balancing the need to accommodate growth in the downtown.

If the proposal was required to strictly comply with the Solar Access Guidelines for the Downtown Peninsula (2025), it would result in a loss of tower height by over 100 ft and approximately 100,000 sf of FSR area. This significant reduction in area would deem the project unviable and unable to deliver significant public benefits to the surrounding community.

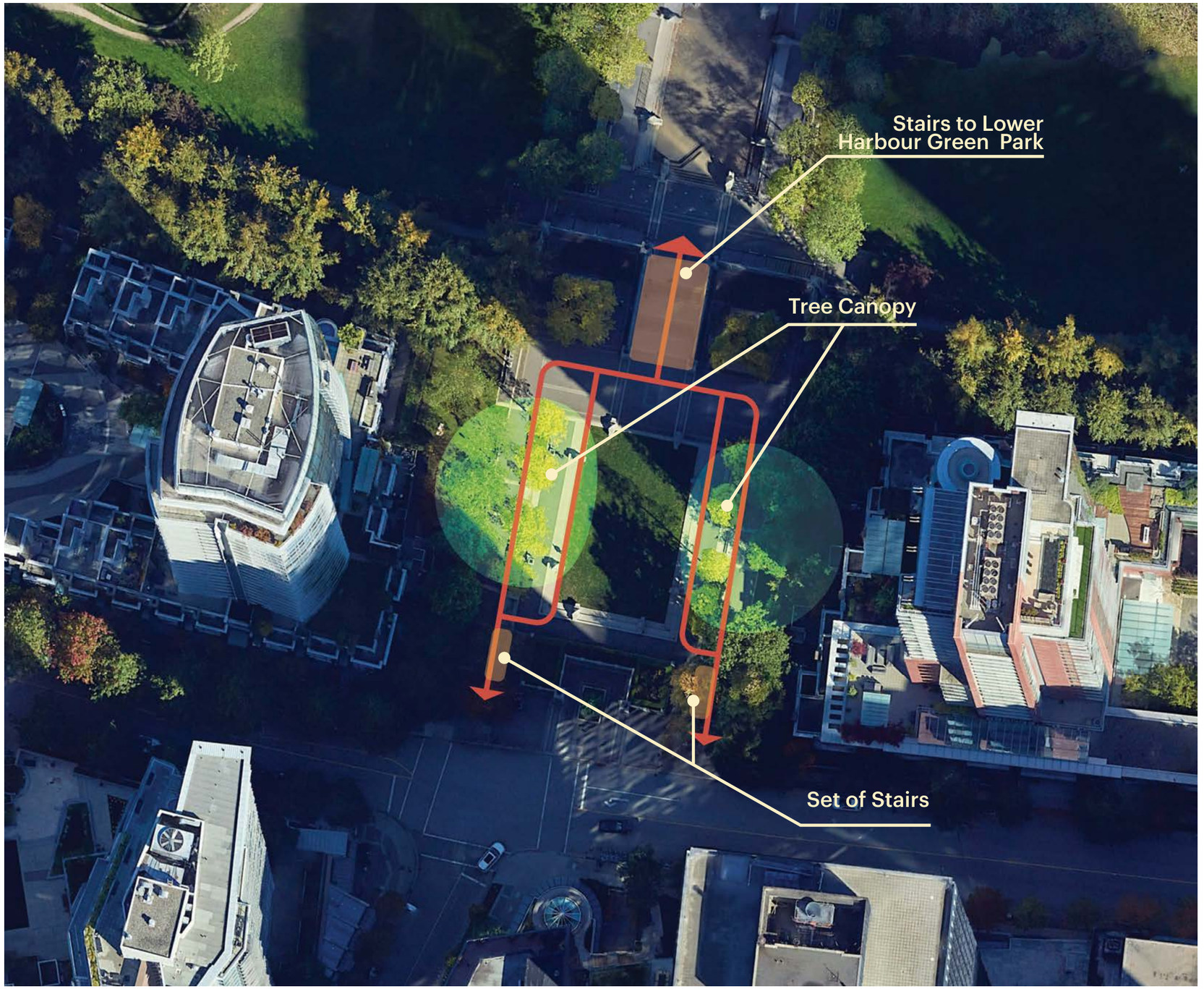
The proposed development is intended to meet the criteria and intent of Section 3.1.2 of the Solar Access Guidelines. The project enables the delivery of major city-building priorities while limiting shadow impacts to key public spaces. Overall, the incremental shadow impact is minor and does not materially affect Harbour Green Park's primary functions. The proposal maintains the quality and usability of the park space while delivering new hotel capacity and residential units in the downtown core.



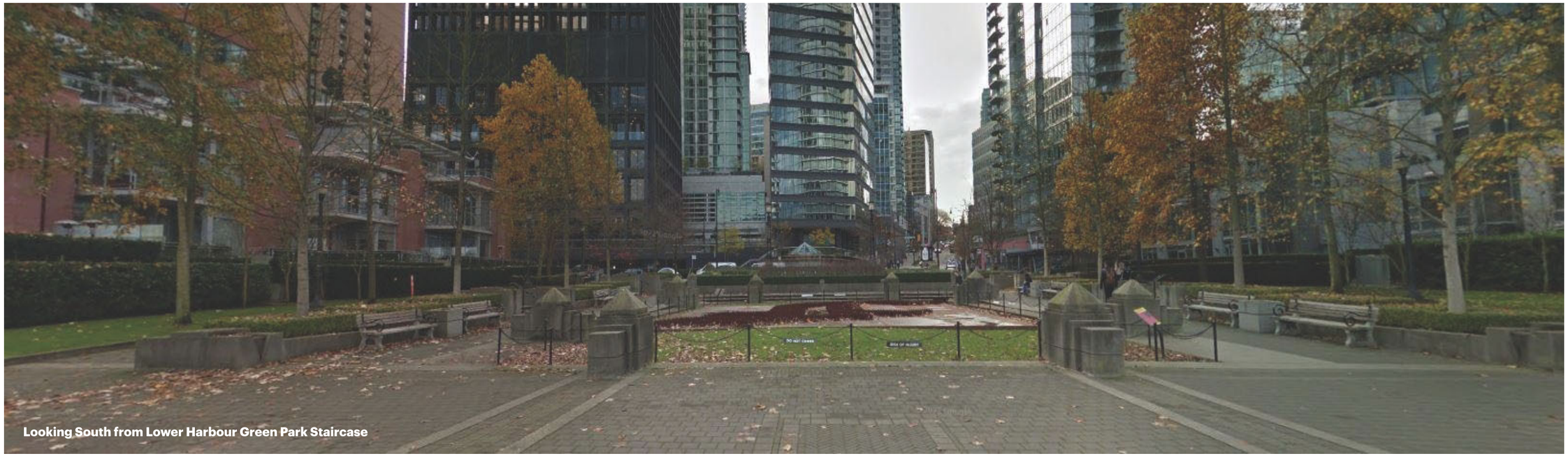
Existing Shadows

Legend

Pedestrian Routes to Harbour Park



Existing Shadows



Looking South from Lower Harbour Green Park Staircase



Looking Northwest from Cordova Street

Shadow Study

Fall Equinox - Basic

Reported net new shadow values are calculated based solely on incremental shadow contributions to Upper and Lower Harbour Green Park and do not account for shadow impacts beyond these areas.

Legend

- Proposed Development
- Extent of Harbour Green Park
- Existing Shadow
- New Added Shadow



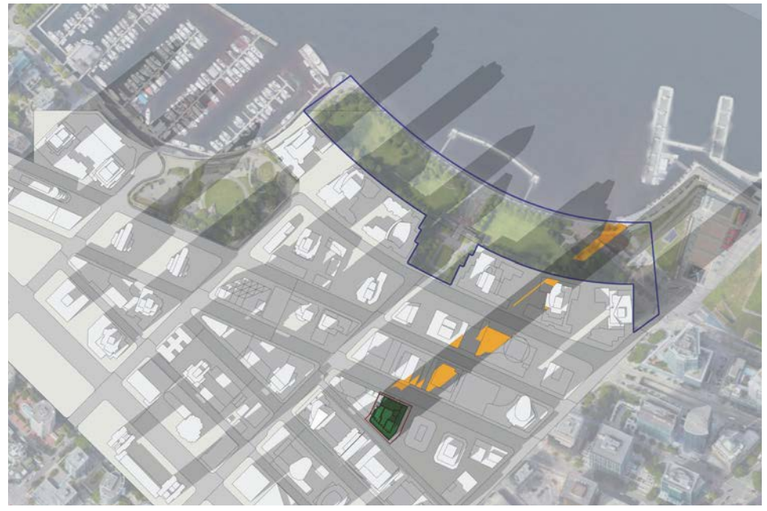
10:00 AM



12:00 PM



02:00 PM



04:00 PM

Shadow Study

Fall Equinox - Detailed

Reported net new shadow values are calculated based solely on incremental shadow contributions to Upper and Lower Harbour Green Park and do not account for shadow impacts beyond these areas.

Legend

- Proposed Development
- Extent of Harbour Green Park
- Existing Shadow
- New Added Shadow



10:00 AM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	13,003.79 m^2	139,972 ft^2	40.03%
	New Added Shadow	0 m^2	0 ft^2	0%



10:15 AM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	13,548.75 m^2	145,837 ft^2	41.70%
	New Added Shadow	0 m^2	0 ft^2	0%



10:30 AM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	13,508.94 m^2	145,409 ft^2	41.58%
	New Added Shadow	0 m^2	0 ft^2	0%



10:45 AM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	13,216.13 m^2	142,257 ft^2	40.68%
	New Added Shadow	0 m^2	0 ft^2	0%



11:00 AM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	13,378.65 m^2	144,007 ft^2	41.18%
	New Added Shadow	0 m^2	0 ft^2	0%

Shadow Study

Fall Equinox - Detailed

Reported net new shadow values are calculated based solely on incremental shadow contributions to Upper and Lower Harbour Green Park and do not account for shadow impacts beyond these areas.

Legend

- Proposed Development
- Extent of Harbour Green Park
- Existing Shadow
- New Added Shadow



11:15 AM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	13,508.90 m²	145,408 ft²	41.58%
	New Added Shadow	0 m²	0 ft²	0%



11:30 AM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	13,600.50 m²	146,394 ft²	41.86%
	New Added Shadow	0 m²	0 ft²	0%



11:45 AM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	13,890.82 m²	149,5207 ft²	42.76%
	New Added Shadow	0 m²	0 ft²	0%



12:00 PM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	14,519.64 m²	156,288 ft²	44.69%
	New Added Shadow	0 m²	0 ft²	0%



12:15 PM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	15,251.44 m²	164,165 ft²	46.94%
	New Added Shadow	0 m²	0 ft²	0%

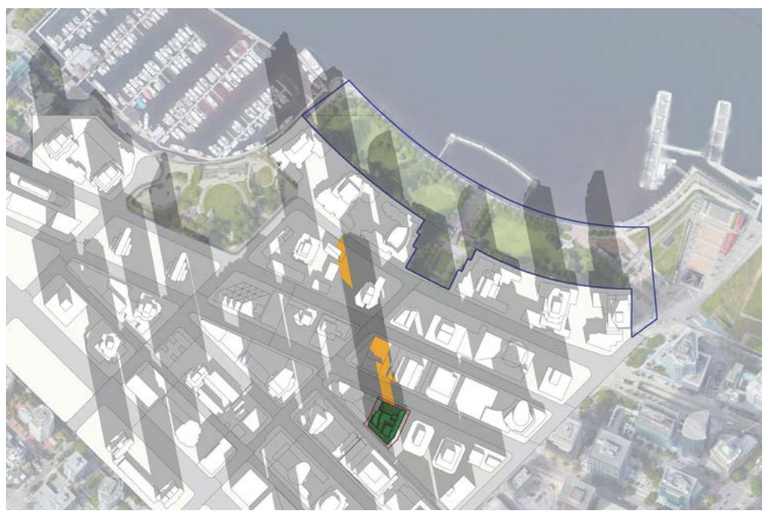
Shadow Study

Fall Equinox - Detailed

Reported net new shadow values are calculated based solely on incremental shadow contributions to Upper and Lower Harbour Green Park and do not account for shadow impacts beyond these areas.

Legend

- Proposed Development
- Extent of Harbour Green Park
- Existing Shadow
- New Added Shadow



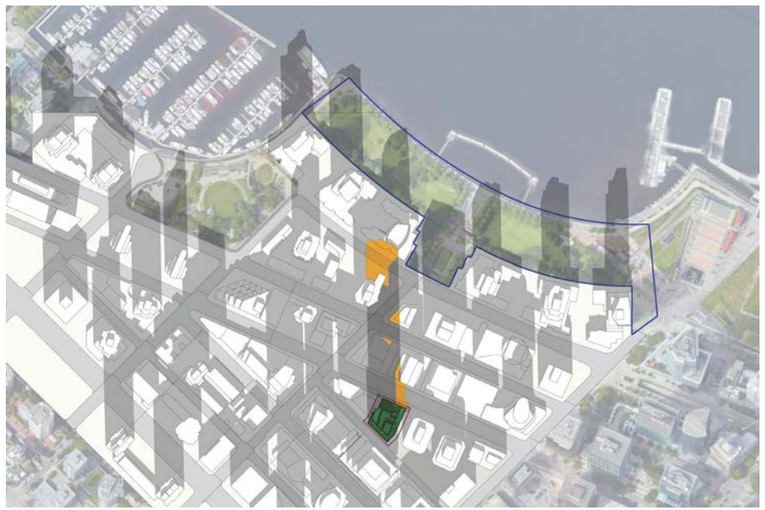
12:30 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	15,910.10 m^2	171,255 ft^2	48.97%
	New Added Shadow	0 m^2	0 ft^2	0%



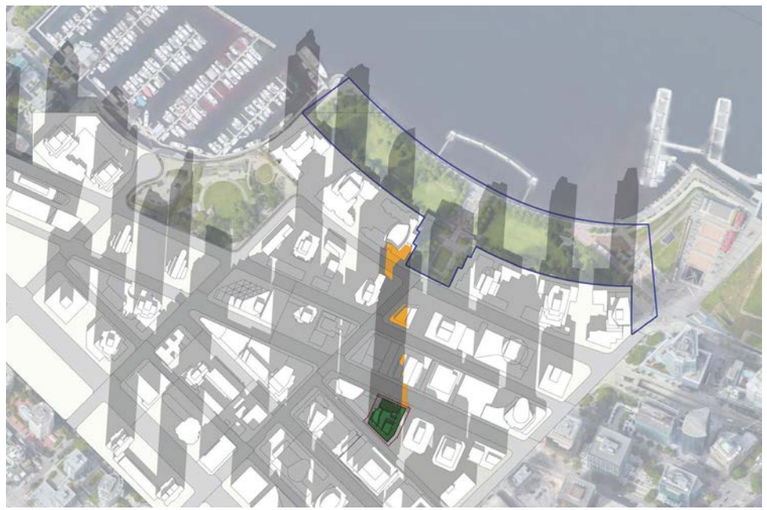
12:45 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	16,358.96 m^2	176,086 ft^2	50.35%
	New Added Shadow	0 m^2	0 ft^2	0%



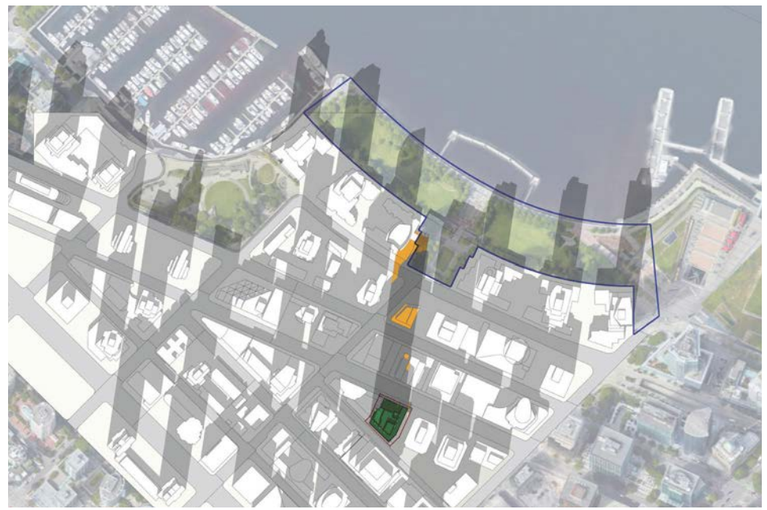
01:00 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	16,449.52 m^2	177,061 ft^2	50.63%
	New Added Shadow	0 m^2	0 ft^2	0%



01:15 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	16,125.13 m^2	173,570 ft^2	49.63%
	New Added Shadow	0 m^2	0 ft^2	0%



01:30 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	15,739.23 m^2	169,416 ft^2	48.44%
	New Added Shadow	202.82 m^2	2,183 ft^2	0.62%

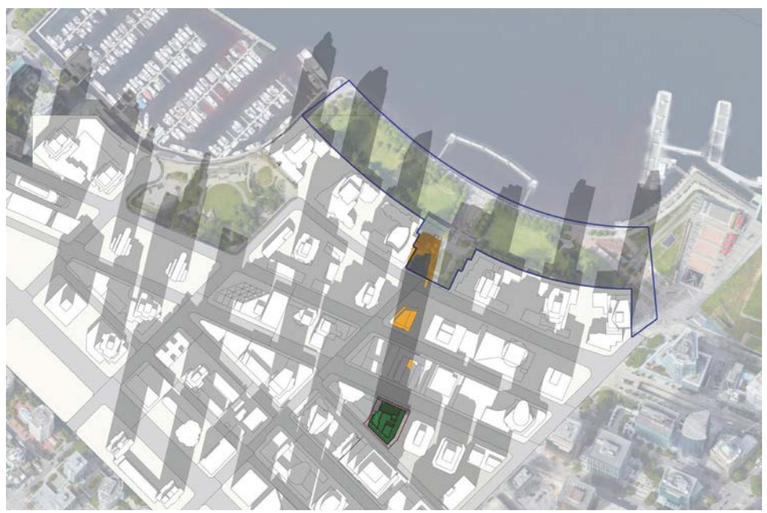
Shadow Study

Fall Equinox - Detailed

Reported net new shadow values are calculated based solely on incremental shadow contributions to Upper and Lower Harbour Green Park and do not account for shadow impacts beyond these areas.

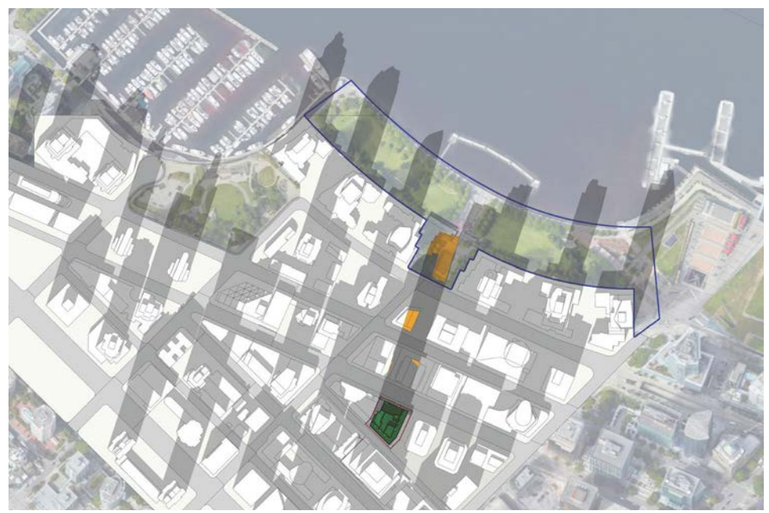
Legend

- Proposed Development
- Extent of Harbour Green Park
- Existing Shadow
- New Added Shadow



01:45 PM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	15,394.36 m²	165,704 ft²	47.38%
	New Added Shadow	761.54 m²	8,197 ft²	2.34%



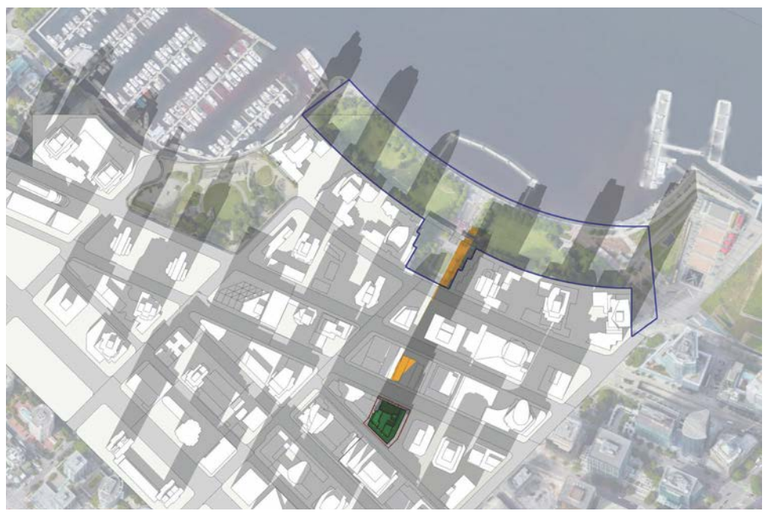
02:00 PM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	15,167.81 m²	163,265 ft²	41.86%
	New Added Shadow	1,078.62 m²	11,610 ft²	3.32%



02:15 PM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	14,913.21 m²	160,525 ft²	45.90%
	New Added Shadow	1,042.67 m²	11,223 ft²	3.21%



02:30 PM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	14,834.53 m²	159,678 ft²	45.66%
	New Added Shadow	723.71 m²	7790 ft²	2.23%



02:45 PM

	Harbour Green Park	32,488.97 m²	349,708 ft²	
	Existing Shadow	15,100.64 m²	162,542 ft²	46.48%
	New Added Shadow	61.19 m²	658 ft²	0.19%

Shadow Study

Fall Equinox - Detailed

Reported net new shadow values are calculated based solely on incremental shadow contributions to Upper and Lower Harbour Green Park and do not account for shadow impacts beyond these areas.

Legend

- Proposed Development
- Extent of Harbour Green Park
- Existing Shadow
- New Added Shadow



03:00 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	15,580.17 m^2	167,704 ft^2	47.96%
	New Added Shadow	0 m^2	0 ft^2	0%



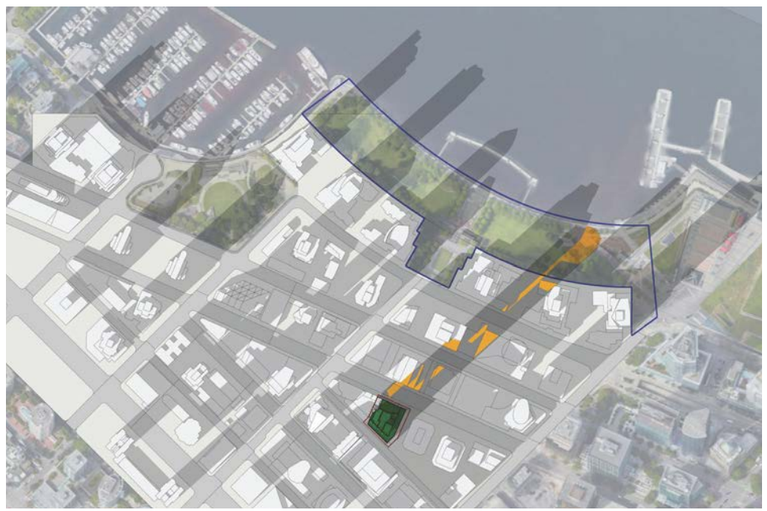
03:15 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	16,502.37 m^2	177,630 ft^2	50.79%
	New Added Shadow	59.68 m^2	642 ft^2	0.18%



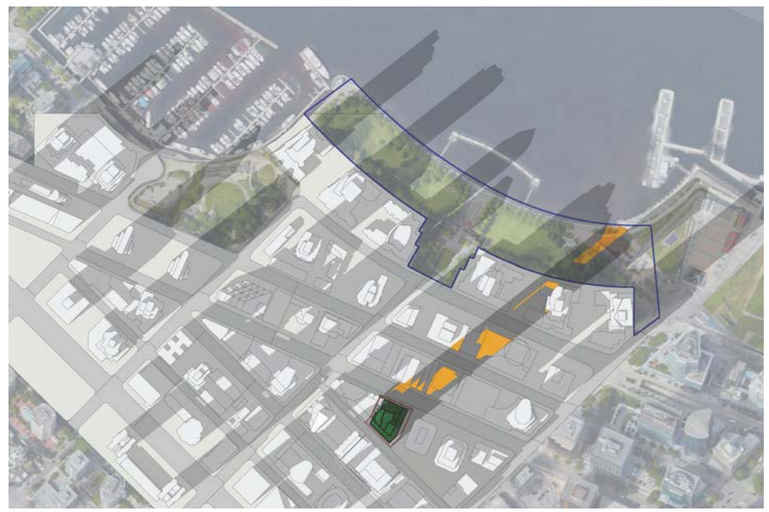
03:30 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	17,749.57 m^2	191,055 ft^2	54.63%
	New Added Shadow	580.29 m^2	6,246 ft^2	1.79%



03:45 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	19,489.63 m^2	209,785 ft^2	59.99%
	New Added Shadow	991.25 m^2	10,670 ft^2	3.05%



04:00 PM

	Harbour Green Park	32,488.97 m^2	349,708 ft^2	
	Existing Shadow	21,894.91 m^2	235,675 ft^2	67.39%
	New Added Shadow	776.96 m^2	8,363 ft^2	2.39%

Shadow Study

Fall Equinox - Shadow Coverage

Time	Existing Shadow m^2	New Added Shadow m^2	Cumulative Shadow m^2	Existing Shadow	New Added Shadow	Cumulative Shadow
10:00	13003.79	0	13003.79	40.03%	0.00%	40.03%
10:15	13548.75	0	13548.75	41.70%	0.00%	41.70%
10:30	13508.94	0	13508.94	41.58%	0.00%	41.58%
10:45	13216.13	0	13216.13	40.68%	0.00%	40.68%
11:00	13378.65	0	13378.65	41.18%	0.00%	41.18%
11:15	13508.9	0	13508.9	41.58%	0.00%	41.58%
11:30	13600.5	0	13600.5	41.86%	0.00%	41.86%
11:45	13890.82	0	13890.82	42.76%	0.00%	42.76%
12:00	14519.64	0	14519.64	44.69%	0.00%	44.69%
12:15	15251.44	0	15251.44	46.94%	0.00%	46.94%
12:30	15910.1	0	15910.1	48.97%	0.00%	48.97%
12:45	16358.96	0	16358.96	50.35%	0.00%	50.35%
13:00	16449.52	0	16449.52	50.63%	0.00%	50.63%
13:15	16125.13	0	16125.13	49.63%	0.00%	49.63%
13:30	15739.23	202.82	15942.05	48.44%	0.62%	49.07%
13:45	15394.36	761.54	16155.9	47.38%	2.34%	49.73%
14:00	15167.81	1078.62	16246.43	46.69%	3.32%	50.01%
14:15	14913.21	1042.67	15955.88	45.90%	3.21%	49.11%
14:30	14834.53	723.71	15558.24	45.66%	2.23%	47.89%
14:45	15100.64	61.19	15161.83	46.48%	0.19%	46.67%
15:00	15580.17	0	15580.17	47.96%	0.00%	47.96%
15:15	16502.37	59.68	16562.05	50.79%	0.18%	50.98%
15:30	17749.57	580.29	18329.86	54.63%	1.79%	56.42%
15:45	19489.63	991.25	20480.88	59.99%	3.05%	63.04%
16:00	21894.91	776.96	22671.87	67.39%	2.39%	69.78%
Total Shadow Area	**384637.7**	**6278.73**	**390916.43**			
Shadow Coverage	**47.36%**	**0.77%**	**48.13%**	**47.36%**	**0.77%**	**48.13%**

Harbour Green Park Area:	32488.97 m2

$$\text{Shadow Coverage(\%)} = \frac{\text{Total Existinag Shadow Area from all 15-min intervals (sq.m)}}{\text{Area of Harbour Green Park (sq.m) x 25 intervals}} = 47.36\%$$

$$\text{Shadow Coverage(\%)} = \frac{\text{Total Newly Added Shadow Area from all 15-min intervals (sq.m)}}{\text{Area of Harbour Green Park (sq.m) x 25 intervals}} = 0.77\%$$

$$\text{Shadow Coverage(\%)} = \frac{\text{Total Cumulative Shadow Area from all 15-min intervals (sq.m)}}{\text{Area of Harbour Green Park (sq.m) x 25 intervals}} = 48.13\%$$

Rendering Views



Rendering Views

Page on Left: View from North
Bottom: Residential / Hotel Lobby & PU / DO Area
Right: North Elevation





Rendering Views

Bottom: Hotel Restaurant & PU/DO Area
Top Right: Laneway Entrance
Top Bottom: Level 15-16 Residential Amenity





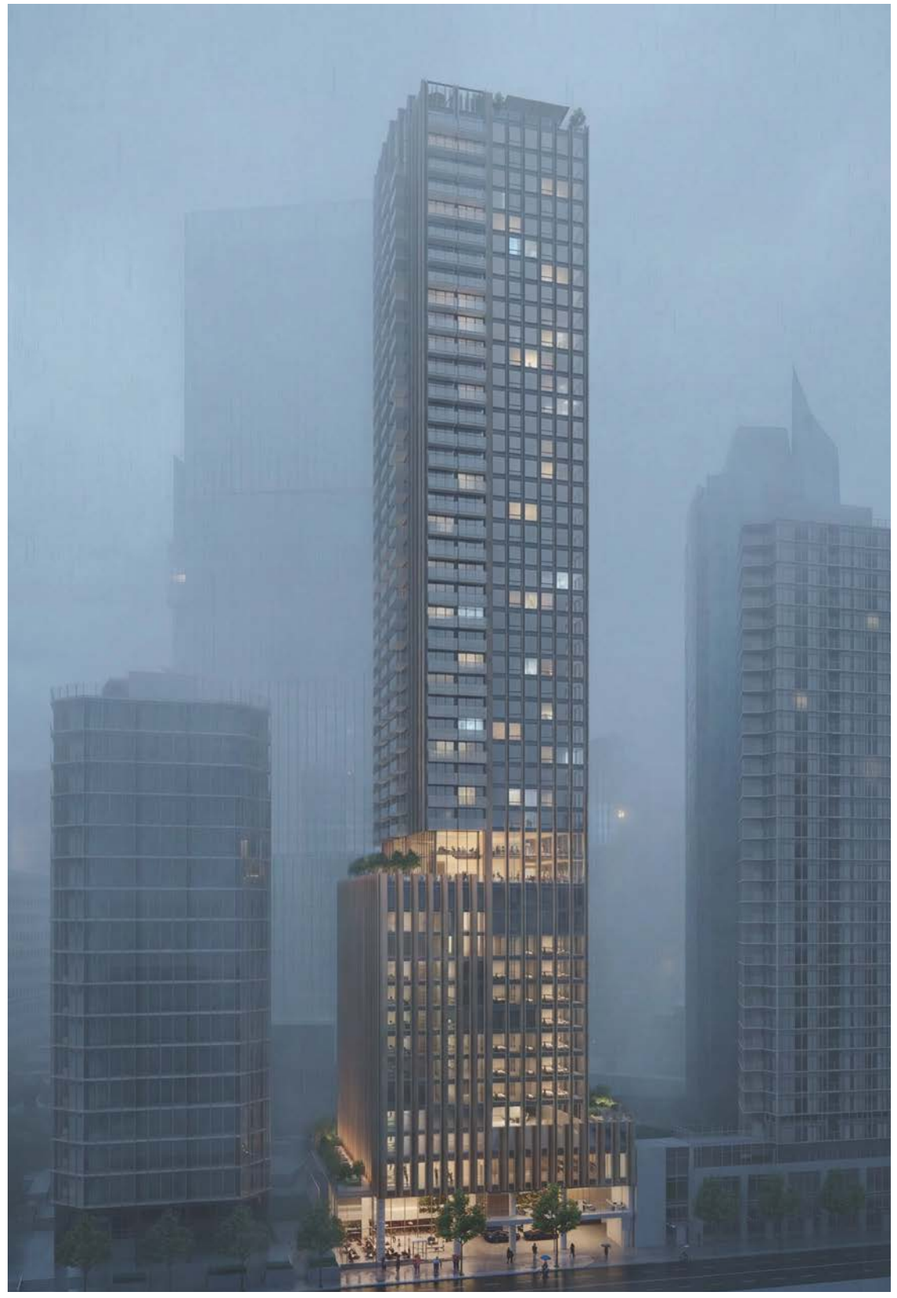


Rendering Views

Top Left: Level 49 Rooftop Amenity
Bottom Left: Level 15-16 Residential Amenity
Right: North Elevation








HOTEL AND RESIDENCES
1166 West Pender
HOTEL

Rendering Views

Page on the Left: West Pender Street Frontage
Top Left: Midblock Connection Through Hotel Lobby
Bottom Left: Level 2 Hotel Cafe
Right Top/Bottom: Hotel Lobby



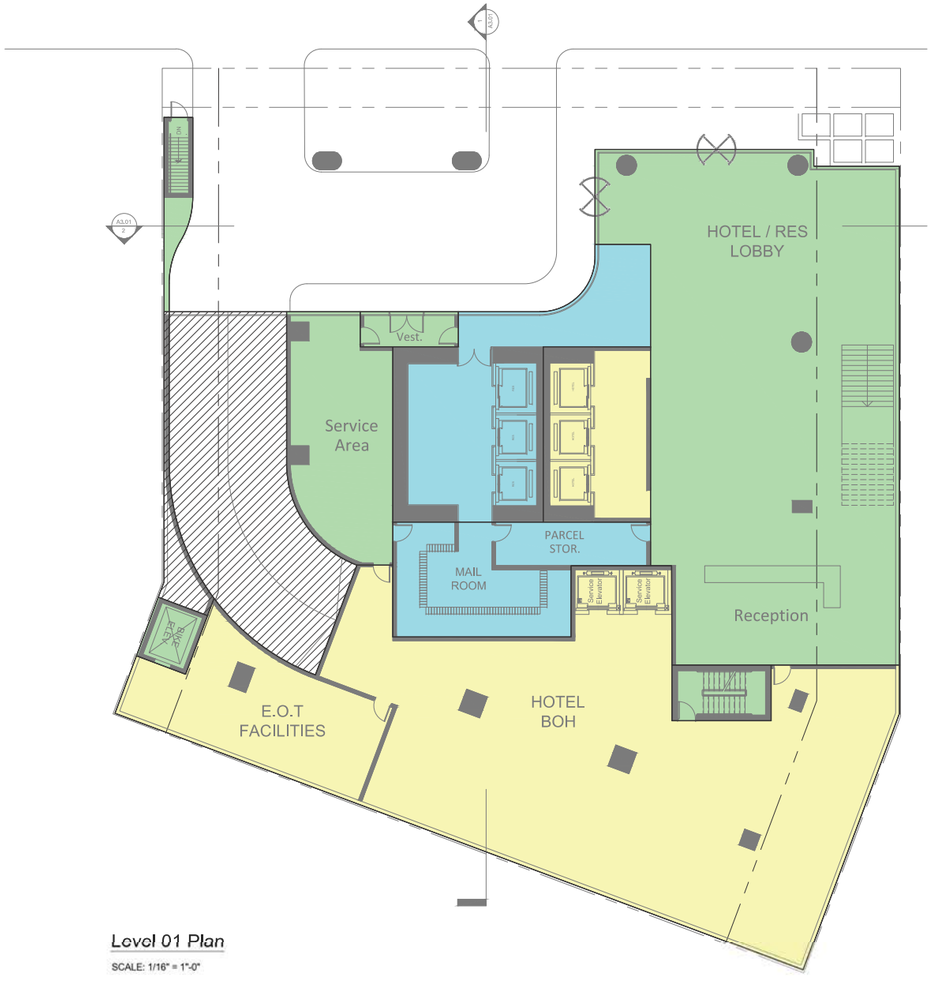






Statistics

FSR Overlays



Level 01 Plan

SCALE: 1/16" = 1'-0"

LEVEL 1	Area	
	sq.ft.	sq.m.
Residential	1,967	182.7
Hotel	5,598	520.1
Prorated (Shared Resi./Hotel)	5,440	505.4
Residential Amenity	0	0.0
Storage	0	0.0
Total Residential	**5,447**	**506.0**
Total commercial	**7,558**	**702.2**



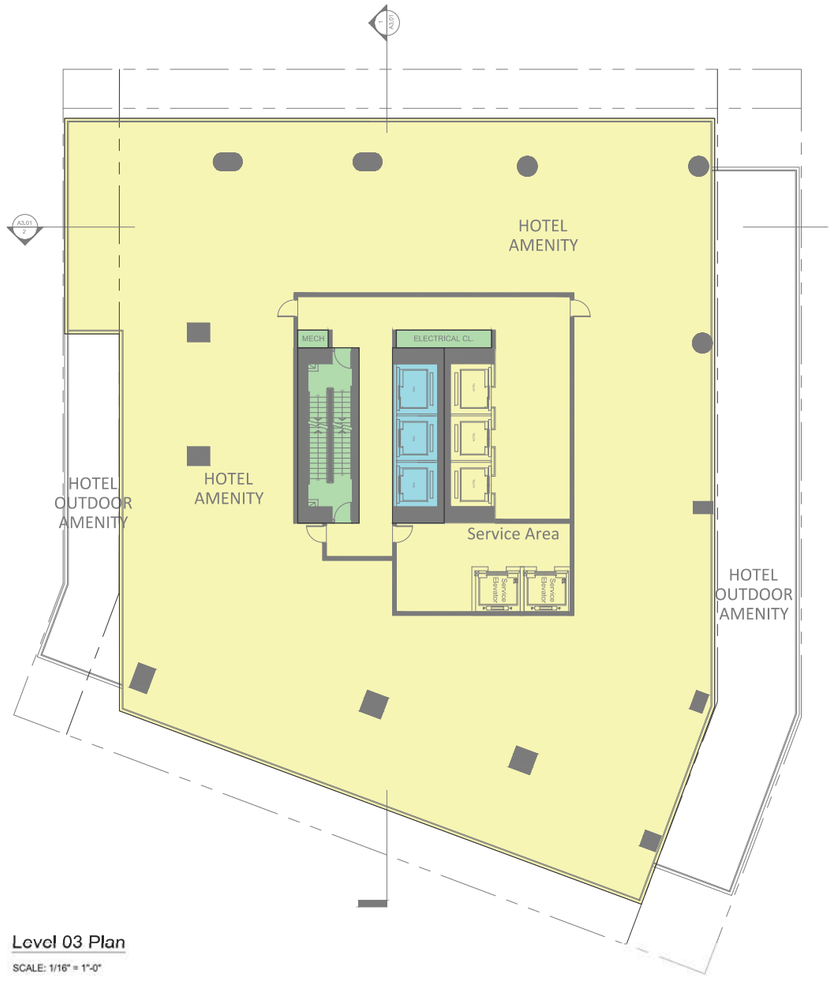
Level 02 Plan

SCALE: 1/16" = 1'-0"

LEVEL 2	Area	
	sq.ft.	sq.m.
Residential	1,655	153.8
Hotel	6,942	644.9
Prorated (Shared Resi./Hotel)	2,910	270.3
Residential Amenity	0	0.0
Storage	0	0.0
Total Residential	**3,517**	**326.7**
Total commercial	**7,990**	**742.3**

Statistics

FSR Overlays



Level 03 Plan

SCALE: 1/16" = 1'-0"

LEVEL 3	Area	
	sq.ft.	sq.m.
Residential	289	26.8
Hotel	12,800	1,189.2
Prorated (Shared Resi./Hotel)	415	38.6
Residential Amenity	0	0.0
Storage	0	0.0
Total Residential	**554**	**51.5**
Total commercial	**12,950**	**1,203.1**



Level 04 Plan

SCALE: 1/16" = 1'-0"

LEVEL 4	Area	
	sq.ft.	sq.m.
Residential	289	26.8
Hotel	12,800	1,189.2
Prorated (Shared Resi./Hotel)	415	38.6
Residential Amenity	0	0.0
Storage	0	0.0
Total Residential	**554**	**51.5**
Total commercial	**12,950**	**1,203.1**

Statistics

FSR Overlays



Level 05 Plan

SCALE: 1/16" = 1'-0"

LEVEL 5	Area	
	sq.ft.	sq.m.
Residential	289	26.8
Hotel	11,938	1,109.1
Prorated (Shared Resi./Hotel)	415	38.6
Residential Amenity	0	0.0
Storage	0	0.0
Total Residential	**554**	**51.5**
Total commercial	**12,088**	**1,123.0**



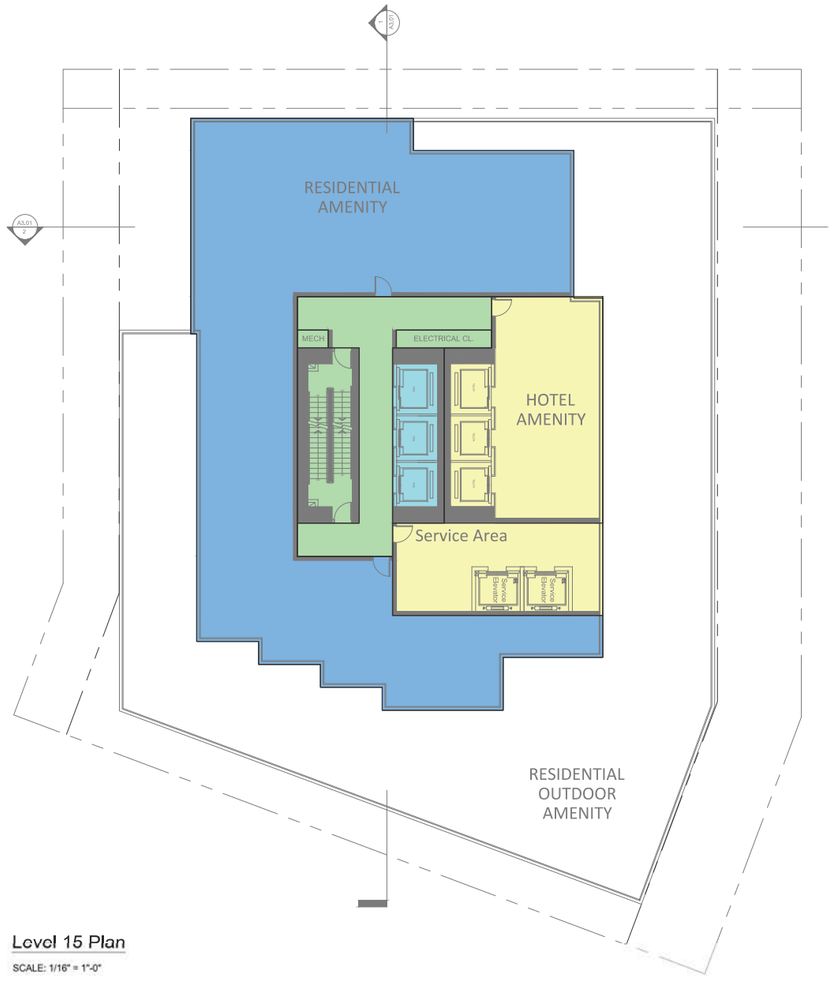
Level 06-14 Plan

SCALE: 1/16" = 1'-0"

LEVEL 6-14	Area	
	sq.ft.	sq.m.
Residential	289	26.8
Hotel	11,938	1,109.1
Prorated (Shared Resi./Hotel)	415	38.6
Residential Amenity	0	0.0
Storage	0	0.0
Total Residential	**554**	**51.5**
Total commercial	**12,088**	**1,123.0**

Statistics

FSR Overlays



Level 15 Plan

SCALE: 1/16" = 1'-0"

LEVEL 15	Area	
	sq.ft.	sq.m.
Residential	4,314	400.8
Hotel	1,694	157.4
Prorated (Shared Resi./Hotel)	954	88.6
Residential Amenity	4,025	373.9
Storage	0	0.0
Total Residential	**0**	**0.0**
Total commercial	**2,038**	**189.3**



Level 16 Plan

SCALE: 1/16" = 1'-0"

LEVEL 16	Area	
	sq.ft.	sq.m.
Residential	5,130	476.6
Hotel	837	77.8
Prorated (Shared Resi./Hotel)	995	92.4
Residential Amenity	1,319	122.5
Storage	200	18.6
Total Residential	**4,448**	**413.2**
Total commercial	**1,195**	**111.1**

Statistics

FSR Overlays



Level 17-29 Plan

SCALE: 1/16" = 1'-0"

LEVEL 17-29	Area	
	sq.ft.	sq.m.
Residential	8,183	760.2
Hotel	0	0.0
Prorated (Shared Resi./Hotel)	0	0.0
Residential Amenity	0	0.0
Storage	346	32.1
Total Residential	**7,837**	**728.1**
Total commercial	**0**	**0.0**



Level 30-48 Plan

SCALE: 1/16" = 1'-0"

LEVEL 30-48	Area	
	sq.ft.	sq.m.
Residential	8,183	760.2
Hotel	0	0.0
Prorated (Shared Resi./Hotel)	0	0.0
Residential Amenity	0	0.0
Storage	346	32.1
Total Residential	**7,837**	**728.1**
Total commercial	**0**	**0.0**

Statistics

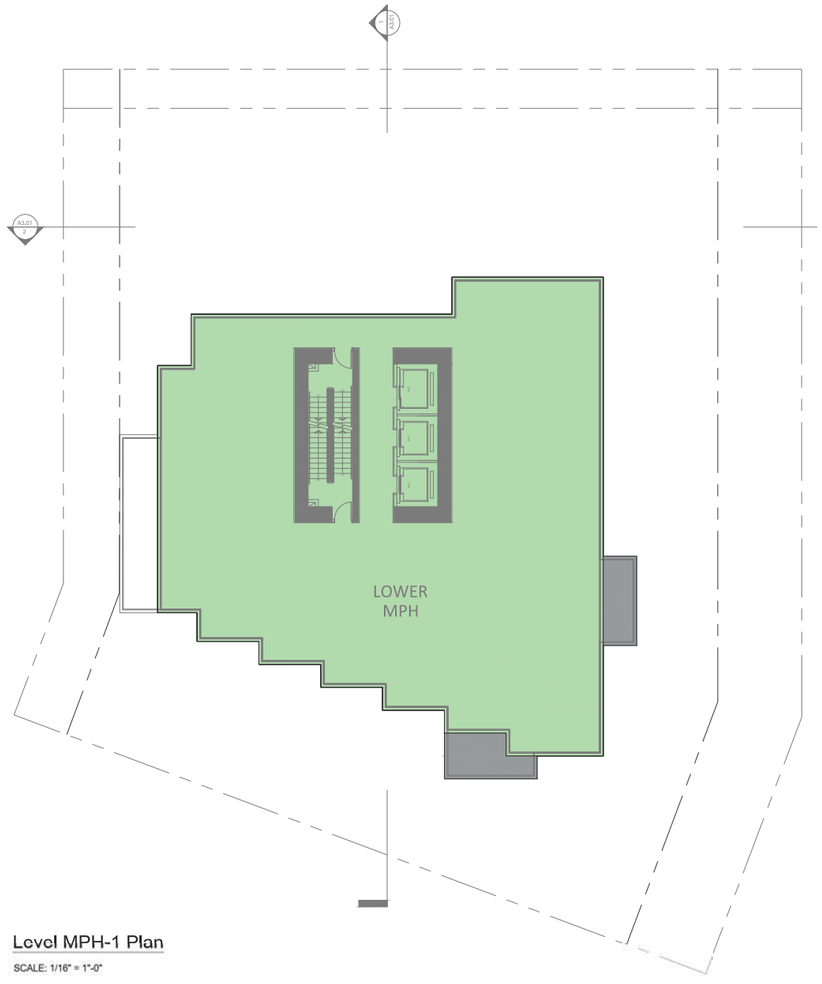
FSR Overlays



Level 49 Plan

SCALE: 1/16" = 1'-0"

LEVEL 49	Area	
	sq.ft.	sq.m.
Residential	5,779	536.9
Hotel	0	0.0
Prorated (Shared Resi./Hotel)	0	0.0
Residential Amenity	485	45.1
Storage	80	7.4
Total Residential	**5,699**	**529.5**
Total commercial	**0**	**0.0**



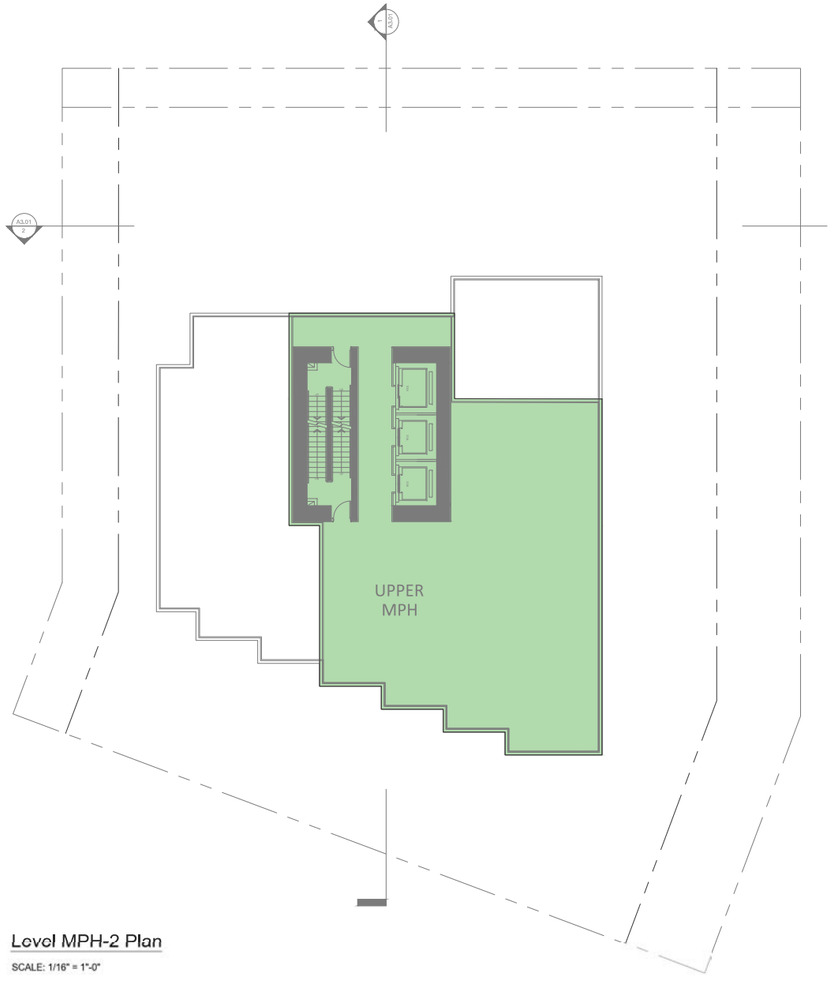
Level MPH-1 Plan

SCALE: 1/16" = 1'-0"

LEVEL MPH-1	Area	
	sq.ft.	sq.m.
Residential	0	0.0
Hotel	0	0.0
Prorated (Shared Resi./Hotel)	5,563	516.8
Residential Amenity	0	0.0
Storage	0	0.0
Total Residential	**3,559**	**330.6**
Total commercial	**2,004**	**186.2**

Statistics

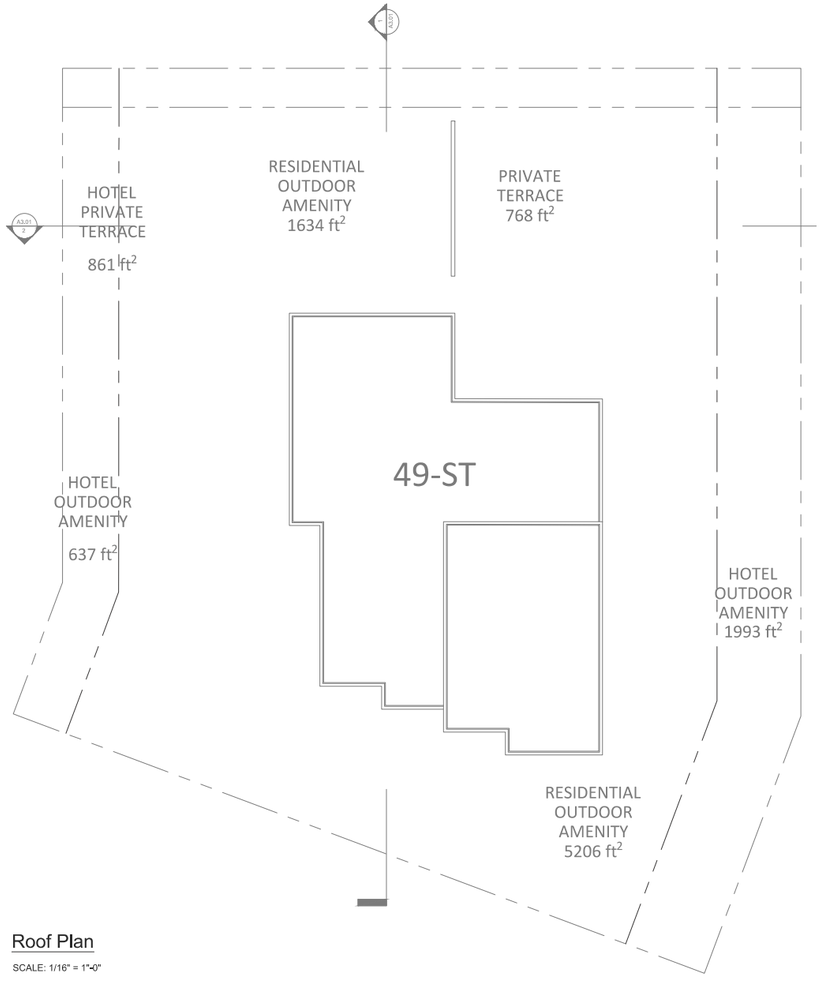
FSR Overlays



Level MPH-2 Plan

SCALE: 1/16" = 1'-0"

LEVEL MPH-2	Area	
	sq.ft.	sq.m.
Residential	0	0.0
Hotel	0	0.0
Prorated (Shared Resi./Hotel)	3,525	327.5
Residential Amenity	0	0.0
Storage	0	0.0
Total Residential	**2,255**	**209.5**
Total commercial	**1,270**	**118.0**



Roof Plan

SCALE: 1/16" = 1'-0"


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