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**CITY OF VANCOUVER  
DEVELOPMENT, BUILDINGS, & LICENSING**

**DEVELOPMENT PERMIT STAFF COMMITTEE  
MEETING  
June 08, 2022**

**FOR THE DEVELOPMENT PERMIT BOARD  
July 11, 2022**

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**1210 SEYMOUR STREET (COMPLETE APPLICATION)  
DP-2022-00227 – DD-ODP SUB-AREA L1**

**HG/BC/LC/JRB**

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
D. Lee, Engineering Services  
J. Olinek, Development Planning

**Also Present:**

J. Borsa, Development Services  
H. Ghasemi, Development Planning  
J. Rautenberg, Housing Regulation  
B. Casidy, Development Services  
A. Vilis, Development Services  
L. Chang, Landscape Planning

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**APPLICANT:**

New Commons Development  
304-134 Abbott Street  
Vancouver, BC

**PROPERTY OWNER:**

City of Vancouver  
453 W 12<sup>th</sup> Avenue  
Vancouver, BC

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**EXECUTIVE SUMMARY**

● **Proposal:**

To develop on this site a 9-storey mixed use building containing 112 dwelling units (social housing) and commercial (retail), all over one level of underground parking with vehicular access from the lane. The building is proposed as Passive House.

This application is being processed through the Social Housing or Rental Tenure (SHORT) program.

See   Appendix A   Standard Conditions  
      Appendix B   Standard Notes and Conditions of Development Permit  
      Appendix C   Urban Design Panel Meeting Minutes  
      Appendix D   Building Review Branch comments  
      Appendix E   Plans and Elevations  
      Appendix F   Applicant's Design Rationale

● **Issues:**

1. Housing Agreement
2. Shadowing, setbacks and tower separation
3. Livability
4. Public realm design and interfaces

● **Urban Design Panel:** Support with Recommendations 6-0

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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DP-2022-00227 submitted, the plans and information forming a part thereof, thereby permitting the development of a 9-storey mixed use building containing 112 dwelling units (social housing) and commercial (retail), all over one level of underground parking with vehicular access from the lane, subject to the following conditions:

**1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:**

- 1.1 arrangements shall be made to the satisfaction of the General Manager of Planning, Urban Design and Sustainability (or successor in function), and the Director of Legal Services to enter into a Housing Agreement and a Section 219 Covenant securing all dwelling units as social housing for a term equal to the longer of 60 years and the life of the building, which will contain the following terms and conditions:
  - i. a no separate-sales covenant;
  - ii. a no stratification covenant;
  - iii. that the social housing units will be legally and beneficially owned by a non-profit corporation, or by or on behalf of the city, the Province of British Columbia, or Canada as a single legal entity and used only to provide rental housing for terms of not less than one month at a time and prohibiting the separate sale or transfer of legal or beneficial ownership of any such units;
  - iv. a requirement that not less than 30% of the social housing units will be occupied only by households with incomes below the current applicable Housing Income Limits, as set out in the current "Housing Income Limits" table published by the British Columbia Housing Management Commission, or equivalent publication, and each rented at a rate no higher than 30% of the aggregate household income of the members of the household occupying such social housing unit;
  - v. requiring such units to be used for "social housing", as that term is defined in the Vancouver Development Cost Levy By-law No. 9755; and
  - vi. or such other terms and conditions at the General Manager of Planning, Urban Design and Sustainability (or successor in function) and the Director of Legal Services may in their sole discretion require;
- 1.2 design development to enhance the livability of the primary rooms of the units facing the interior side yard as follows:
  - i. enlarge the proposed southwest light well by increasing its depth to a minimum of 12 feet; and  
  
**Note to Applicant:** This can be achieved by setting back the south studio units from the interior property line through deleting their storage rooms. Storage for these units can be considered in the hallway as proposed on the drawings. Ensure the size of the studio units is not less than 320 sq.ft. See also Standard Condition A.1.2.
  - ii. reconfigure the layout of the southwest three-bedroom units in the corner;

**Note to Applicant:** This can be achieved by shifting the middle bedroom to face Seymour Street.

1.3 design development to improve the street presentation of the proposal as follows:

- i. enhance the public realm interface along Davie Street by improving the proposed raised patio; and

**Note to Applicant:** This can be achieved by deleting the proposed guardrails and softening the edges of the proposed patio through planting or regrading the outdoor patio by providing stairs. See also Standard Landscape Condition A.1.12 and Standard Engineering Services Condition A.2.2.

- ii. enhance the animation of the street façades by improving the architectural expression of the building particularly at the corner of Davie Street and Seymour Street.

**Note to Applicant:** Staff strongly encourage the applicants to comply with the following recommendations:

- a) replace the metal panels with bricks or reduce the amount of metal panels on the façades;
- b) ensure the interfaces of metal panels with other materials on the façades enhance the visual expression of the building. The proposed glazing and openings on the façades currently do not fit into the texture of the metal panels. Please review the texture size, orientation, and alignment of the metal panels at the building corners and interfaces of the materials;
- c) minimize blank wall conditions facing Davie Street and Seymour Street through materiality, patterning, and green wall;
- d) ensure consistent window expression and grouping on the façades and reduce the glazing of the glass guardrails of the balconies;
- e) enhance the visual interest of the retail units on the ground floor by providing individual expression for the store frontages; and
- f) provide a prominent residential entry through wayfinding, materiality and color palette of the materials, landscaping, and detailing such as entry canopy, and lighting.

**2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.**

**3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.**

• **Technical Analysis:**

Technical Review For:			1210 Seymour St			DD - L1			DP-2022-00227		
	Permitted/Required					Proposed					
Site Area <sup>1</sup>	N/A					14,995.00 ft²					
Height <sup>2</sup>	Maximum		69.88 ft.		Top of Mechanical Level			107.58 ft.			
	Discretional Height for Social Housing		120.08 ft.		Top of Roof Level Parapet			102.14 ft.			
FSR <sup>3</sup>						Retail			0.44		
						Dwelling			4.63		
	Total				5	Total			5.07		
Floor Area <sup>3</sup>	Residential		n/a		Residential			69,423.00 ft²			
	Retail		10,000.00 ft²		Retail			6,535.00 ft²			
	Total		74,975.00 ft²		Total			75,958.00 ft²			
Balcony	Total	8%	5,998.00 ft²		Total		2%	1,341.00 ft²			
Thermal Exclusion <sup>3</sup>	To be determined										
Storage	Total: 4,460.56 ft²				Total: 2,444.00 ft²						
Amenity <sup>3</sup>	Total		10,000.00 ft²		Total		2%	1,291.00 ft²			
Unit Breakdown <sup>4</sup>	Studio	20%	22 units		Studio		66%	74 units			
	1-bedroom	30%	34 units		1-bedroom		14%	16 units			
	2-bedroom	30%	34 units		2-bedroom		10%	11 units			
	3-bedroom	20%	22 units		3-bedroom		10%	11 units			
					Total			112 units			
	Accessible Units	5%	6 units		Accessible Units			6 units			
Parking <sup>5</sup>	Retail				Retail						
	Standard				Standard				0		
	Small Car				Small Car				2		
	Accessible				Accessible				1		
	Dwelling				Dwelling				0		
	Standard				Standard				0		
	Small Car				Small Car				0		
	Visitor				Visitor				0		
	Accessible				Accessible				5		
	Total Standard				Total Standard				0		
	Permitted Small Car				Total Small Car				2		
	Total Accessible				Total Accessible				6		
					Overall Total				8		
	Total Carshare				Total Carshare				1		
Loading <sup>6</sup>	Class	A	B	C	Class	A	B	C			
	Retail	0	2	0	Retail	1	1	0			
	Residential	0	1	0	Residential	0	1	0			
	Total	0	3	0	Total	1	2	0			
Bicycle <sup>7</sup>	Use	Class A	Class B	Class A			Class B				
	Retail	2	0	201			9				
	Dwelling	190	7								
	Total	192	7								
Passenger Loading	Class	A	B	C	Class	A	B	C			
	Retail	0	0	0	Retail	0	0	0			
	Residential	1	0	0	Residential	1	0	0			
	Total	1	0	0	Total	1	0	0			

**1 Note on Site Area:** The provided survey does not state the site area. Confirmation will be required. See Standard Condition A.1.8.

**2 Note on Height:** Building Height is to be taken to the top of the mechanical level as it includes roof top access and it exceeds 10% of the roof area.

**3 Notes on FSR and Floor Area:**

- a. Residential Office and Laundry rooms are not valid floor area exclusions. See Standard Condition A.1.3.
- b. The overlays and data table give conflicting numbers. Totals are taken from the overlays. See Standard Condition A.1.3.
- c. The total building perimeter is to be provided to confirm maximum Thermal Exclusion. See Standard Condition A.1.9.
- d. The proposal is over the allowable floor area by approximately 983 sq.ft. See also Standard Condition A.1.3.

**4 Note on Unit Breakdown:** Unit Breakdown requirements are based on the Housing Design and Technical Guidelines.

**5 Notes on Parking:**

- a. 2 small car spaces and no standard sized spaces have been proposed for retail.
- b. If uses are considered individually, 2 accessible stalls would be required for the retail. There is no separation of retail and residential parking though so shared spaces seem appropriate.

**6 Note on Loading:** 1 Class A Loading stall has been proposed in lieu of 1 of the required Class B spaces. Engineering will support the replacement of 1 Class B Loading space with 2 Class A Loading Stalls. See Standard Condition A.1.4.

**7 Note on Bicycle Parking:** The proposal is over the allowable vertical / stacked bicycle stalls by approximately 45 spaces. A reduction is required along with better labelling and tabulation. See Standard Condition A.1.4.

• **Legal Description**

Lots: 01-05  
 Block: 104  
 District Lot: 541  
 Plan: 210

• **History of Application:**

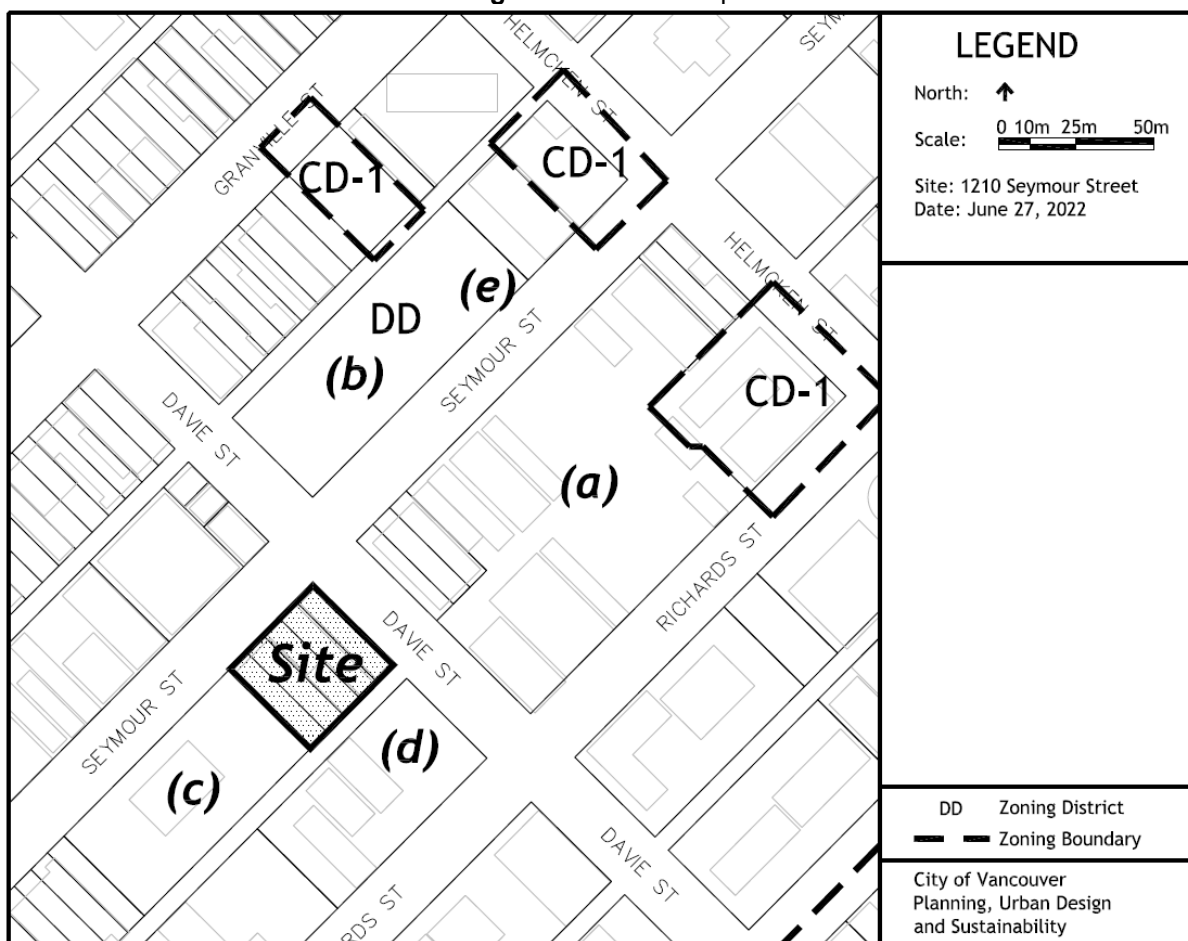
03 04 22 Complete DP submitted  
 04 27 22 Urban Design Panel  
 06 08 22 Development Permit Staff Committee

• **Site:** The site is located at the southeast corner of Seymour Street and Davie Street, across from Emery Barnes Park. It falls within Sub-Area L-1 of the *Downtown Official Development Plan*. The site has a slight cross-fall, with 125 ft. width along Seymour and 120 ft. along Davie Street. It is a consolidation of five 25 ft. wide lots. A few one-storey commercial buildings currently occupy the subject site. To the immediate south, along Seymour, is a 20-storey condominium with three-storey townhouse podium. To the immediate east, across the lane, is a 25-storey condominium with three-storey mixed-use podium. A series of other residential-mixed use buildings, ranging from 12 to 33 storeys, are in its one-block vicinity.

• **Context:** Significant adjacent development includes:

- Emery Barnes Park is one of the major parks often used by locals and visitors to the Downtown for leisure, informal gatherings and community-events
- Vancouver International Film Center
- The Space Building (20 Storeys)
- Eden Tower (25 Storeys)
- Brava Towers (26 & 33 Storeys)

**Figure 1: Context Map**



• **Background:**

In 2018, the applicant and City Staff began discussions to redevelop this site under the provisions of the *Downtown Official Development Plan* (DD) and *Downtown South Design Guidelines*. The proposal is from a partnership between Vancouver Affordable Housing Agency (VAHA), Community Land Trust (CLT) and New Commons Development. ZGF Architects and P + A Landscape Architecture form the design team.

While the current DD allows for up to 5.00 FSR and 120 ft. height for social housing in this sub-area, there is the challenge of minimizing shadowing on the well-used Emery Barnes Park directly across Davie Street. Hence, this project entails an exercise of finding the balance between delivering social housing units and wellness of the public realm. Throughout 2018 to early 2020, City Staff and the applicant have been working out this balance. In early 2020, City Staff accepted an iteration with some shadowing on the park, but these shadows will largely steer clear of the park's central open lawn up to 4:00pm when calculated at the Equinoxes. This iteration is finalized into this current Development Permit Proposal (See Figure 2) – a nine storey mixed-use building.

Accommodating the proposed number of dwelling units, thus density, while minimizing shadowing, means shaping the building in ways that require certain variances. In particular, because the full 120 ft. height cannot be attained without substantially shadowing the park, the building's stepped massing is 'bulkier' and more 'stunted'; this corresponds to reducing side yard and rear-lane setbacks.

Variances sought, in order to accommodate this proposal, are:

- Section 2.6.1 of the *Downtown South Design Guidelines* stipulating new developments to be designed to preclude shadowing across the property-lines of parks and public open spaces.
- Section 2.6.2 of the *Downtown South Design Guidelines* stipulating new developments to not shadow the north sidewalks of Davie Street.
- Section 4.2.2 of the *Downtown South Design Guidelines* stipulating interior sideyard setbacks to be minimum 40 ft. for portions of a new development above 70 ft. height. This is to ensure an 80 ft. distance between the subject-building and another tower at an adjoining site, if the adjoining site is to be developed in a similar manner.
- Section 4.2.3 of the *Downtown South Design Guidelines* stipulating rear setbacks to be 30 ft. for portions of a new development above 35 ft. height. This is to ensure an 80 ft. distance between the subject-building and another tower across the 20 ft. wide lane, if the adjoining site is to be developed in a similar manner.

It should be noted that many of the nearby taller buildings already shadow Emery Barnes Park. This is because these buildings were developed at a time when the park was still an outdoor carpark and one-storey retail buildings. Construction of Emery Barnes Park started in 2003 and finished in 2012.

This project received unanimous support at Urban Design Panel meeting on April 27, 2022. The following recommendations for refinement were made:

- Ensure design development of the architectural expression of the building at the corner of Davie St. and Seymour St. through materiality, articulation, and window expression;
- Improve indoor and outdoor amenity continuity by locating the indoor amenity on the 8<sup>th</sup> floor or providing external connection between the outdoor amenities; and
- Design development of exterior material detailing with consideration for durability and texture appearance of metal cladding and improved glazing.

Staff have addressed the Urban Design Panel's recommendations through the development permit conditions for approval. Staff have reviewed the conditions listed in this report with the applicant, and are confident these conditions can be satisfied in the applicant's prior-to responses.



Figure 2: View of the Proposed Nine-Storeys Social Housing Building as viewed from the Davie-Seymour Corner. Note the stepped terracing massing to mitigate shadowing on Emery Barnes Park.

● **APPLICABLE BY-LAWS, GUIDELINES AND POLICIES:**

- *Downtown Official Development Plan (DD) (Updated 2020)*
- *Downtown South Design Guidelines – Excluding Granville Street (Updated 2019)*
- *High Density Housing for Families with Children Guidelines (1992)*
- *Housing Vancouver Strategy and Action Plan (2017)*
- *Urban Agriculture Guidelines for the Private Realm (2009)*

***Downtown Official Development Plan (DD) –Sub Area L1 New Yaletown (2020); and  
Downtown South Design Guidelines – Excluding Granville Street (2019)***

Preamble: Last updated in July 2020, the *Downtown Official Development Plan's* and *Downtown South Design Guidelines'* intent is to regulate land-use and building-forms to improve the area's general environment, including public amenities like parks and plazas, place-making strategies, commercial streetscapes, retail-continuity and well-thought inclusive housing. The review and interpretation of these policies through a development permit application is intended to include citizen input. City-wide policies



such as the *Housing Vancouver Strategy and Action Plan* to increase social-housing and rental stock should be considered concurrently.

Application and Intent: The DD ODP's development parameters, also reiterated in the *Downtown South Design Guidelines*, represent how the DD ODP's different sub-areas can be developed to take into account the local peculiarities, such as the presence of parks, plazas and overall urban fabric. Overall, the DD ODP's goals include increasing affordable housing, reducing negative effects of new and existing non-conforming buildings, providing community services and facilities, coupled with community involvement and economic development.

Development Permit Board's Interpretation: The DD ODP is subject to the interpretation of the Development Permit Board. The Development Permit Board, in the exercise of its jurisdiction, may relax the provisions of the DD ODP when also weighing in City-wide policies such as social housing. In granting any relaxations, the Board shall have regard to the intent and policies of this Plan, and such other applicable policies and guidelines adopted by Council.

The Development Permit Board holds discretion to either approve; approve subject to conditions; or refuse development permit applications. This is based on a review against the related goals, sub-area development guidelines, and other Council-adopted applicable policies and guidelines; as well as the submissions of any advisory group, property owner or tenant.

Sub-area L1 New Yaletown Height and Density:

A site's height-maximums and density-maximums are based on the site frontage:

*Section 3 of Downtown District Official Development Plan*

<b>Site Frontage</b>	<b>Maximum Density</b>
Less than 175 ft. Width	3.00 FSR
Corner Lot 175 ft. Min (Site-Area 21,000 sq-ft Min)	5.00 FSR
Interior Lot 200 ft. Min (Site-Area 24,000 sq-ft Min)	5.00 FSR
All Widths (With Social Housing Provided)	5.00 FSR (If two-thirds are social-housing)

*Section 4 of Downtown District Official Development Plan*

<b>Site Frontage</b>	<b>Maximum Height</b>
Corner Lot Wider than 175 ft., and Interior Lot Wider than 200 ft.	300 ft.
Corner Lot Less Than 175 ft., and Interior Lot Wider Than 200 ft.	70 ft.
All Widths (With Social Housing Provided)	120 ft.

In general, the intent is to encourage consolidations to get wider site-frontages so that the form of development will typically take a tall slim tower with a low podium. This allows more views of the open-skies and sunlight coming through between the towers.

Spacing between buildings above the 70 ft. height is not only to maintain open-skies views and sunlight, but to ensure privacy for current and future residents. Typically, an 80 ft. distance is sought. The following setbacks are desired for taller portions of buildings to help achieve this aim:

*Section 4.2.1 of Downtown South Design Guidelines*

<b>Front Setback along Seymour Street</b>	
Portions of Building Up to 70 ft. Height: 12 ft.	Portions of Building Above 70 ft. Height: 12 ft.
<b>Exterior side yard Setback along Davie Street</b>	
Portions of Building Up to 70 ft. Height: 10 ft.	Portions of Building Above 70 ft. Height: 10 ft.
<b>Interior Sideyard Setbacks</b>	
Portions of Building Up to 70 ft. Height: None	Portions of Building Above 70 ft. Height: 40 ft.
<b>Rear/Lane Setbacks for mid-block sites</b>	

Portions of Building Up to 70 ft. Height: 10 ft.	Portions of Building Above 35 ft. Height: 30 ft.
<b>Rear/Lane Setbacks for corner sites</b>	
Portions of Building Up to 70 ft. and depth of 110 ft. Height: None	Portions of Building Above 70 ft. Height: 30 ft.

A further regulatory control to ensure slimmer towers and its corresponding urban design performance is for floor-plates above a 70 ft. height to be approximately 6,500 sq-ft., and any of its widths to be in the 75 ft. to 90 ft. range (Section 4.1.3 of *Downtown South Design Guidelines*).

It should be noted any of the abovementioned height and density increases should weigh in potential impacts on adjacent sites, public realm, view-cone restrictions, as well as responses to other policies and guidelines, including ones related to social housing.

For the purpose of this project, the Density-Maximum is 5.00 FSR; its Height-Maximum is 120 ft.

Sub-area L1 New Yaletown Public Realm and Architectural Treatment:

Mitigating shadows on public spaces such as plazas and parks are also important for this area where most developments are multi-family buildings with limited private outdoor spaces:

*“New developments should be designed to preclude shadowing across the property line of parks and public open spaces. Development Applications should illustrate how tower massing has been minimized to reduce tower impact.” (Section 2.6.1 of Downtown South Design Guidelines)*

Furthermore, shadows on the north sidewalk of Davie Street should also be minimised:

*“The low and mid-rise portions of new developments along the south side of Davie Street should not cast shadows beyond the curb line of the north side of Davie Street. Tower portions of new developments on Davie and Seymour Streets should be massed (siting, height, width) so as to minimize the shadow impact on the north Davie Street and west Granville Street sidewalks, particularly during the noon to 2:00 p.m. period.” (Section 2.6.2 of Downtown South Design Guidelines)*

A livable downtown core should also factor in how frontages of retail-units and other services contribute to the pedestrian realm. For example, continuous ground floor retail-continuity made up of smaller retail units with smaller unit-frontages, is typically required. Generally, larger retail-units up to 2,500 sq-ft. are permitted only for corner-sites (Section 2 of *Downtown District Official Development Plan*).

Regarding architectural treatments, low and mid-rise building roofs (such as this proposed 9-storey building) should utilize a variety of roof treatments and be designed to be attractive as seen from above. Upper-floors should present a “sculpted-roof” approach to terminate the building’s cap. Entrances, especially residential ones, should be identifiable not only for wayfinding but general animation of the pedestrian-scape (Section 5 of *Downtown South Design Guidelines*).

In short, a livable downtown balances livable residences, a comfortable public realm to dwell within, and overall architectural interest that animates the broader city-block.

• **RESPONSE TO APPLICABLE BY-LAWS, GUIDELINES AND POLICIES:**

***Applicant’s Proposed Response to Height and Massing Issues in the Downtown Official Development Plan and Downtown South Design Guidelines:***

The proposed height (approximately 107 ft. to top of mechanical room) is within limit set out in the DD zone. The density (5.07 FSR) needs to be reduced to comply with allowable density (5.00 FSR) in the DD Zone.

Due to its proximity to Emery Barnes Park, minimising shadows is the main driver for its massing strategies. Achieving this means not only reducing the height to be less than the 120 ft. maximum, but shifting the massing southward away from the Davie edge. One consequence of this shift is a reduced interior-south setback of 4 ft. as opposed to the anticipated 40 ft. Figure 3 illustrates this massing shift and corresponding impacts on shadowing.

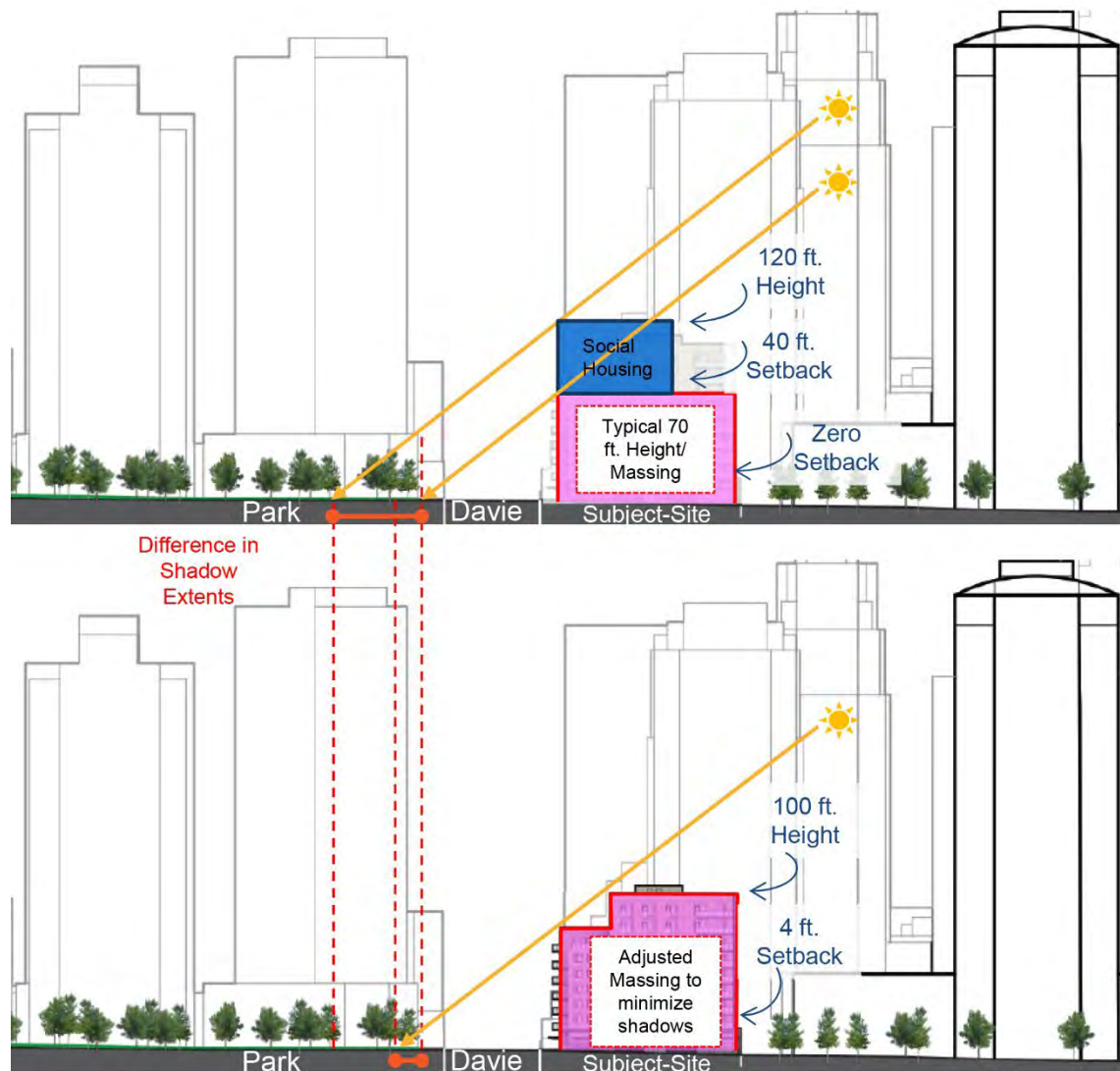


Figure 3 (Top: Typical DD Massing; Bottom: Adjusted Massing to mitigate shadows): DD Zone anticipates a 120 ft. high volume placed on the Davie side to maintain a 40 ft. interior yard setback above the sixth floor. However, the typical DD massing also casts a longer shadow on the park. To mitigate the shadow-extent, the building height is reduced to 107 ft. and the massing is pushed southward.

#### Staff Review of Applicant's Proposed Massing and Height:

Staff acknowledge shifting the massing south toward the interior property-line does not completely eliminate shadowing. However, the shadows are mostly within the park's hard-paved southwest-most corner and trace the southerly 20-storey tower's existing shadows. (Figure 4 represents detailed shadow studies. Figure 3 shows a street-view of the southwest corner where the shadows fall.)



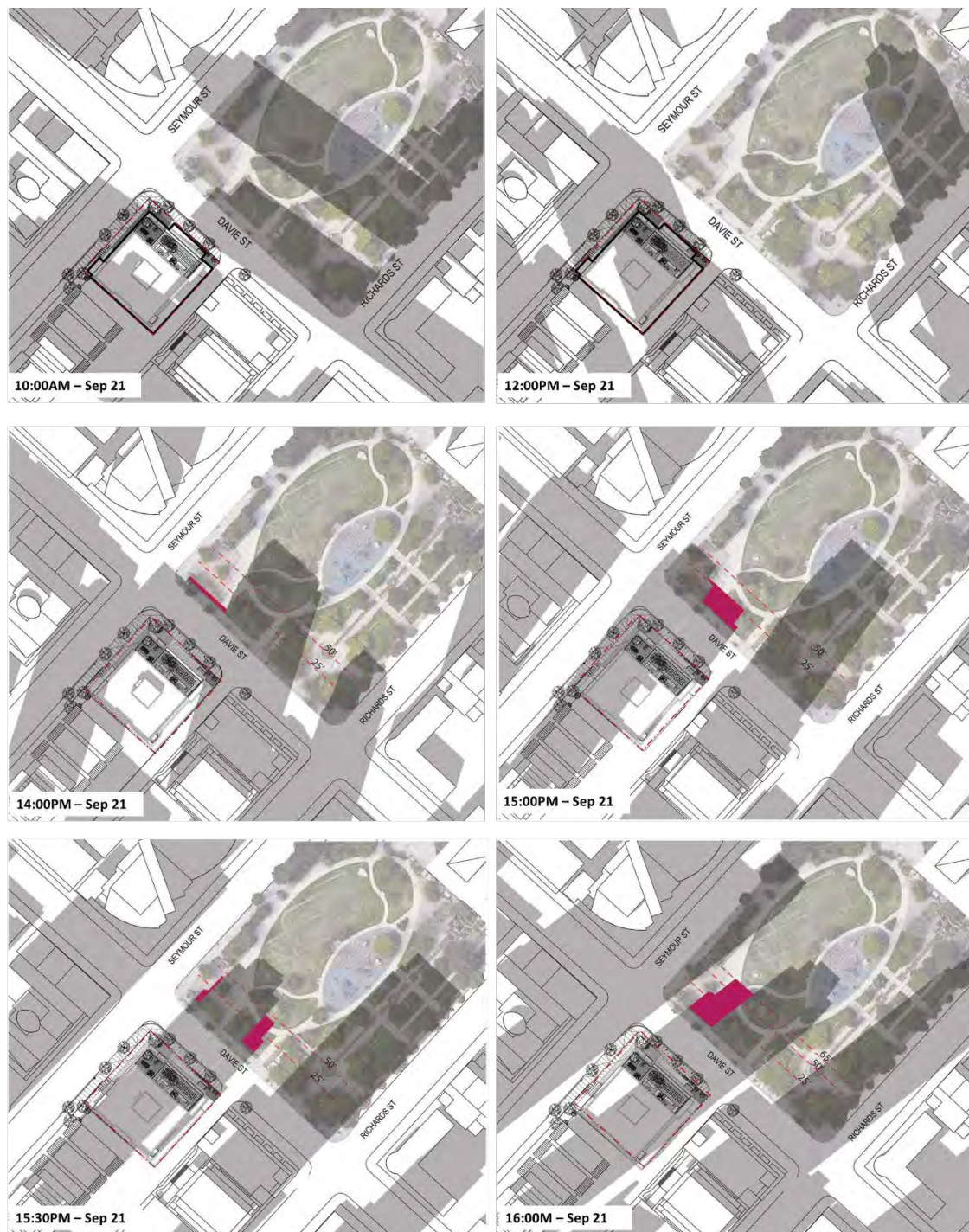


Figure 4: Equinox Shadow Studies (Sept 21<sup>st</sup> 10:00am to 16:00pm). Red shows new shadows cast by the proposed building. Before 12:00pm, the shadows do not encroach the park; and up to 15:00pm they are mostly at the park's southernmost edges. Up to 16:00pm, shadows do encroach up to about 65 ft.

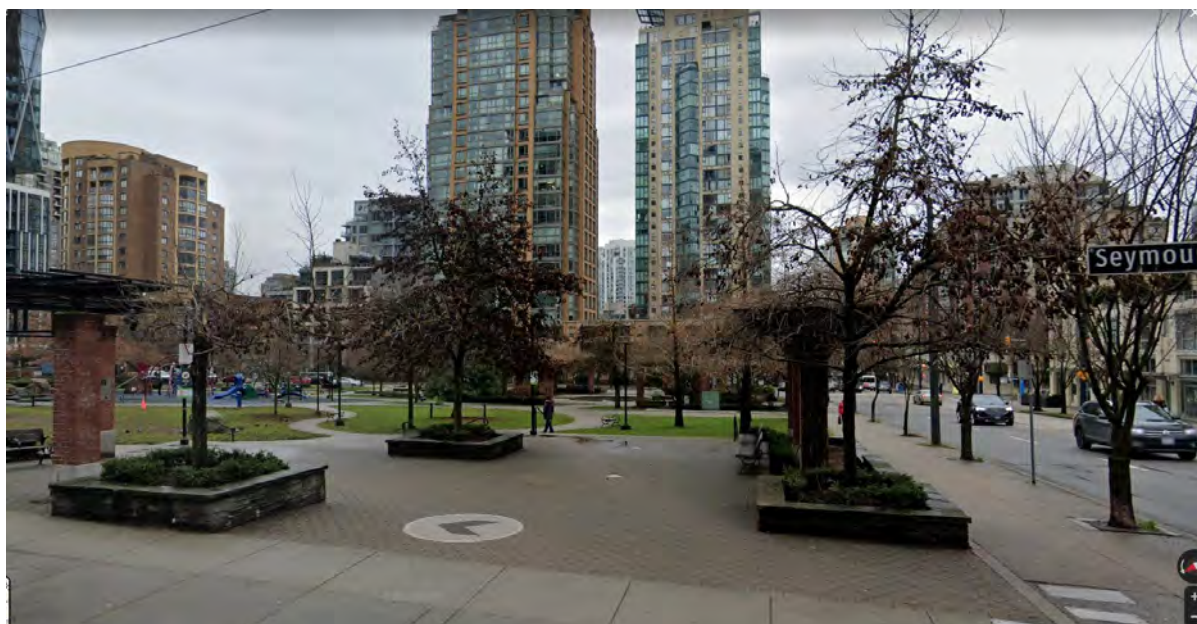


Figure 5: The park's southwest corner where the shadows will mostly fall on from 14:00pm to 16:00pm at the equinox. As can be seen in this image, some of this hard-paved area is also occupied by trellises with plants, planter-boxes and seating.

To deliver this number of social-housing units, shadows on the park cannot be completely eliminated. However, the slight reduction in height and massing-shift help to delay the time the shadows will encroach as well as the shadows' length, compared to if the building was built to the typical 120 ft. height and massing parameters set out by the *DD Zone*. Staff also acknowledge the shadows cast by existing towers on the park; and respond to this point by noting many of these towers were constructed prior to Emery Barnes Park being converted from a carpark to a park in 2012. The following shadow impacts were considered by Staff:

Shadow Impacts:

- Shadows (10:00am to 12:00pm) are non-existent.
- Shadows (12:00pm to 14:00pm) are minimal. This allows the typical lunch period to be relatively shadow-free.
- Shadows (14:00pm to 15:30pm) are largely contained at the park's hard-paved southwest corner, which is also currently occupied by trellises, planters and trees.
- Shadows (14:30pm to 15:30pm) flank the shadows of the existing 20-storey building; and largely do not extend beyond 50 ft. from the park's south-edge.
- Shadows (16:00pm onwards) extend up to 65 ft. from the park's south-edge, but do not enter into the central open lawn portion of the park where people typically use for picnics and other social gatherings between the Spring and Autumn Equinoxes.

Besides shadow issues, Staff also recognise impacts on privacy arising from the reduced setbacks on the south-interior (4 ft.) and lane-side (15 to 16 ft.) above the 70 ft. height-datum. Here, setbacks to property-line are 4 ft. to the one bedroom units' secondary windows and 8 ft. to the studios' only primary window. At the same time, Staff recognise these reduced setbacks are to aid accommodating 5.0 FSR (and its equivalent in floor-area and social-housing units) within a shorter height. While no structures are currently built within approximately 20 ft. from the other side of the property-line, the three-storey townhouses beyond a 20 ft. distance do have enclosed balconies facing the proposed building's south elevation. To ensure a degree of privacy for the future residents and their neighbours, rearranging unit and floor layouts may be necessary.



Despite the abovementioned challenges, the subject-building's distance to portions of nearby buildings above 70 ft. height do meet the Horizontal Angle of Daylight requirements. (A single unobstructed 50°-wide view for 24m/78 ft., or two separate views for 24m/78 ft. totalling 70°.) Furthermore, Staff note Levels 07 08 and 09, above the sixth floor (70 ft. height), are near the DD ODP's anticipated tower floor-plate width-dimensions and size (See Figure 6 for details).

The following actual tower separation distances were considered by Staff:

- Tower Separation to building across the lane ("Eden Tower"): From Levels 01 to 06, approximately 8 ft. setback from the rear-laneside property-line is provided. From Levels 07 to 09, approximately 15 ft. is provided. Typically a 30 ft. setback is expected for the upper floors. Due to this reduced rear setback, the distance between the Subject-Building from Level 07 and up to its equivalent floors at Eden Place is 67 ft. However, the applicant has demonstrated that the Horizontal Angle of Daylight Requirements can be met.
- Tower Separation to the south building ("The Place"): 4 ft. to 8 ft. interior yard setbacks are provided for all floors. The DD Zone's anticipated interior setback is 40 ft. Despite this difference, the actual distance to the "The Place" (for portions of it 70 ft. height or higher) is 113 ft., thus meeting the typical 80 ft. tower separation and Horizontal Angle of Daylight Requirements. However, overlooks and/or direct sightlines between the subject-building's Levels 02 to 06 to the existing three-storey townhouses at the immediate south remain an issue: Units which outlook only faces the interior setback may experience reduced livability. These challenges can be addressed through Conditions detailed in Appendix B. Staff also note if the southerly site is redeveloped, it being wider than 175 ft. should be able to adequately accommodate another tower up to 300 ft., barring view-cone and shadow restrictions, without eclipsing H.A.D. requirements.

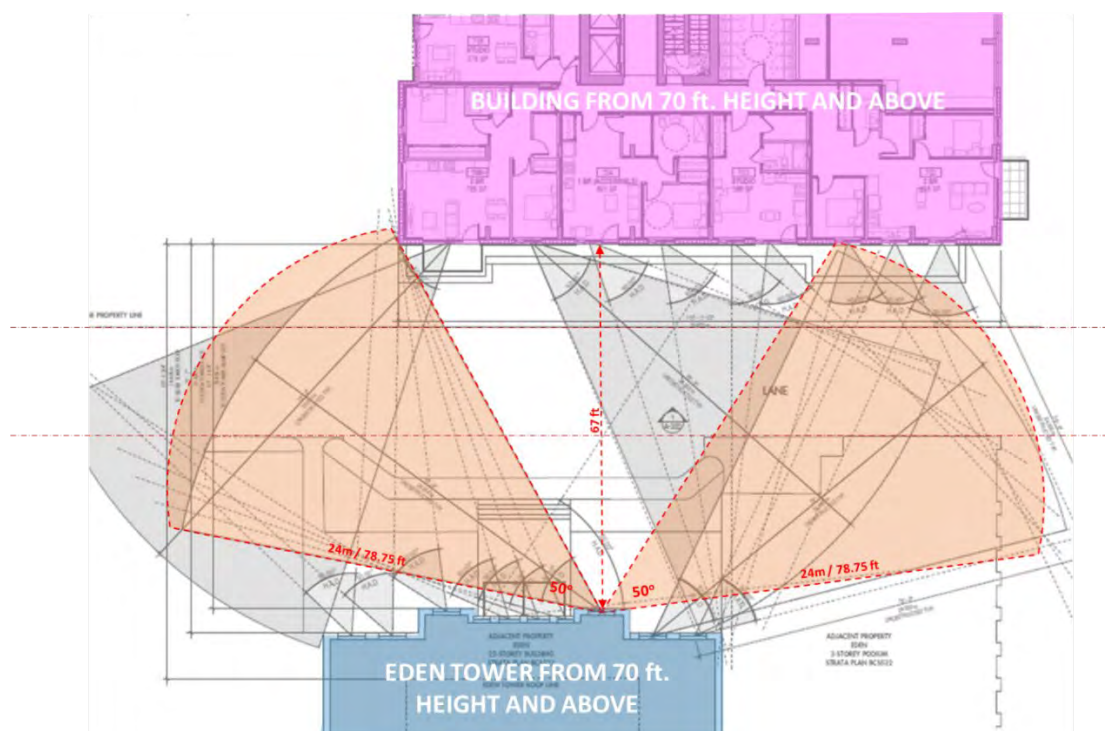


Figure 6: Spatial relations between Subject-Building and nearby building across the lane. While the absolute distance is 67 ft., the H.A.D. Requirements can still be fulfilled.

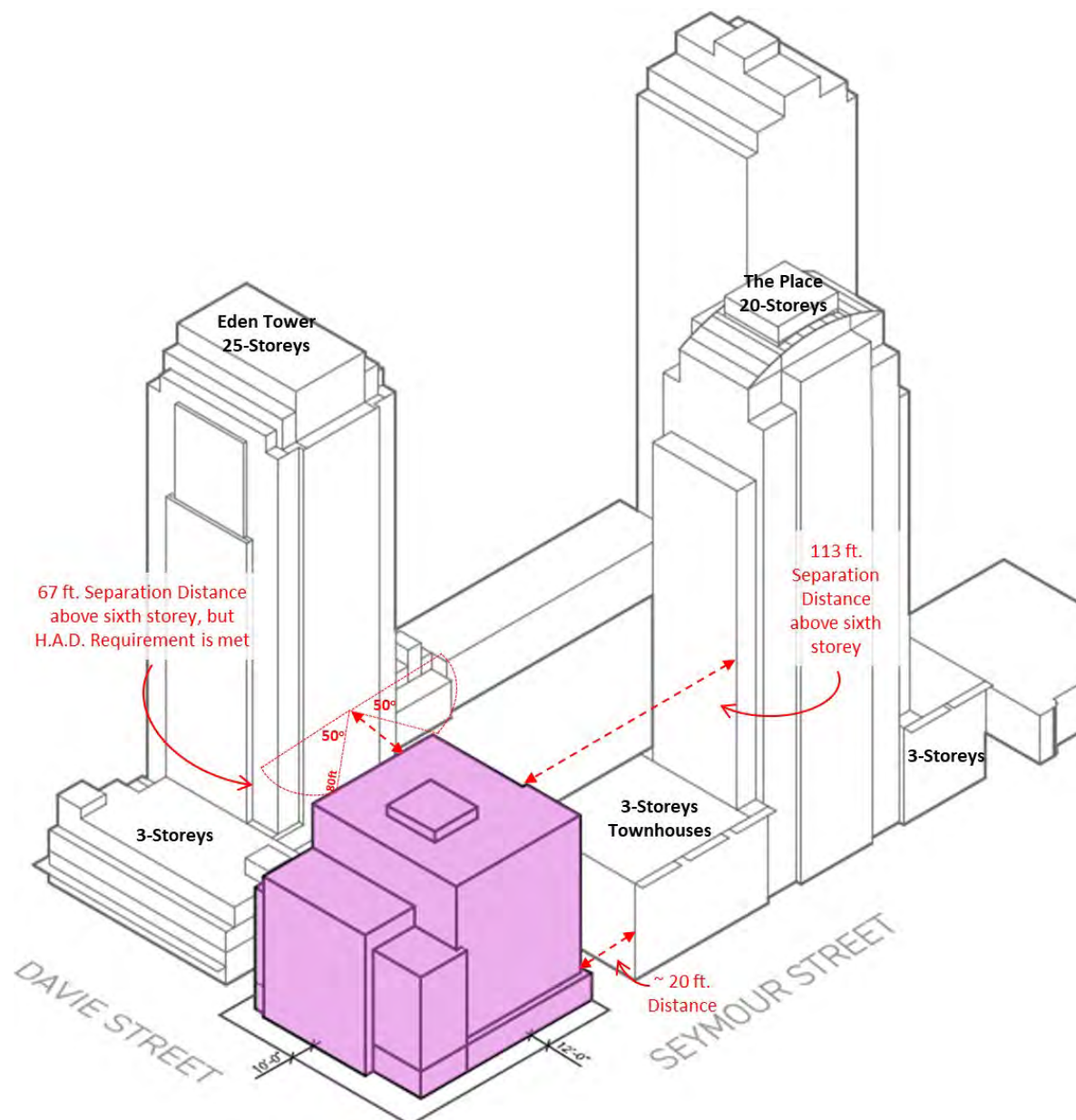


Figure 7: Parts of the proposed building from 70 ft. height and above do meet H.A.D. requirements.

To address the challenges and issues raised in above, especially to improve liveability, a number of refinements and adjustments are sought in Recommended Condition 1.1.

In conclusion, Staff's deliberation and support on this project's broad Form of Development hinges on balancing Three Items:

- Providing Social-Housing needs in the Downtown Core;
- Establishing a tolerance for shadowing that will not heavily impact the more frequently-used central portions of the park, especially from the Spring to Autumn Equinox period; and
- Establishing tower / building separation distances that can ensure some degree of privacy (e.g. mitigation of overlook / direct sightlines, etc.) and livability for future residents and neighbours.

### Applicant's Proposed Building Character and Public Realm Interface:

Due to the limitations on height to minimise shadows, the typical “sculpted roof” approach with elaborate architectural appurtenances, common in the Downtown South area, cannot be realized in this case. A “sculpted roof cap” may increase shadow-extents. Additionally, the design approach taken to achieve Passive House means building articulations, such as terracing and changes in the floor and wall planes, has been limited to a certain extent. Architecturally, this building relies on a few interlocking blocks – clad in earth toned panels – arranged to terrace down towards the park. Figure 8 shows a series of roof-patios give the building some visual interest when seen from above.



Figure 8: As the height is limited to minimise shadows on the park, the building relies more on its massing (comprising of interlocking blocks) and a series of roof-patios to provide visual interest.

On the street-level, there are three commercial retail units (ranging from 1,790 to 2,200 sq-ft.), which wrap around both the Seymour and Davie frontages. The residential lobby and entry are off Seymour. These units have a floor-to-floor height of 16 ft., which leaves approximately 12 ft. to 13 ft. of clear ceiling space after discounting the second-floor floor-slab.



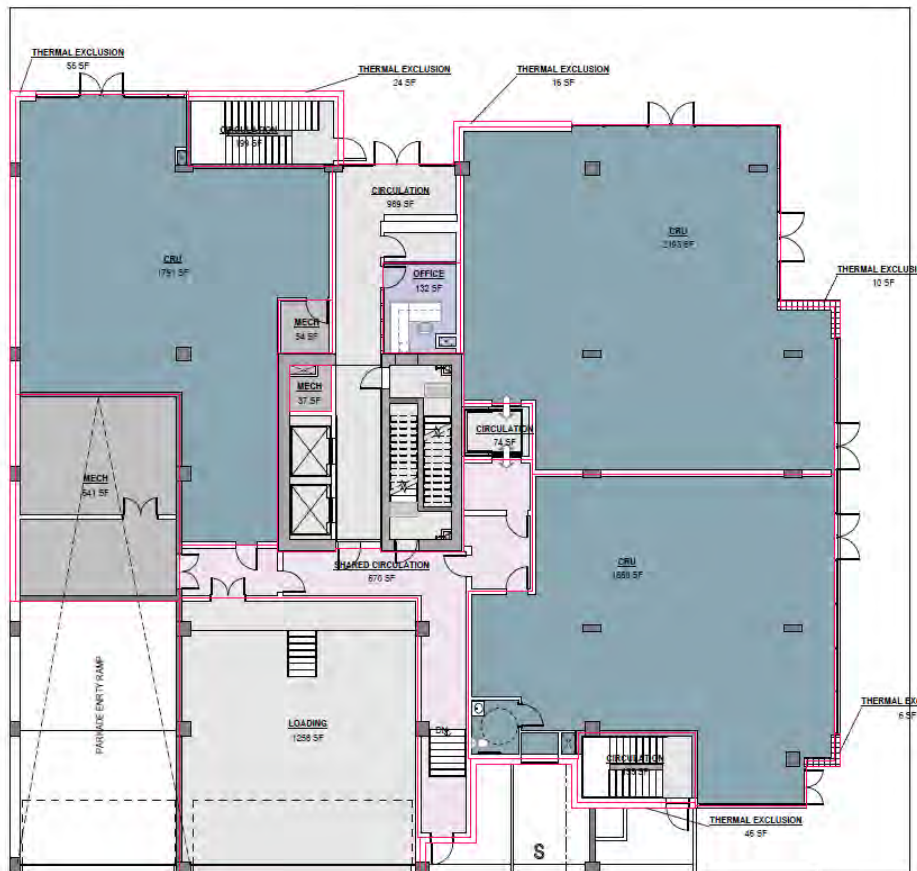


Figure 9: The blue areas are the commercial retail units that wrap around both Davie and Seymour Streets.

### Staff Review of Applicant's Proposed Building Character and Public Realm Interface:

Staff acknowledges the height-limitations for the purpose of incurring more shadows would make a “sculpted roof” approach or any architectural appurtenances challenging. As such, the architectural interests come more so from the interlocking blocks that make up a terrace form – a form that is for shadow-mitigation. Here, urban design performance drives the generation of form and expression, rather than simply roof-forms that are applied *afterwards*.

Concluding Staff’s evaluation of the proposed building character and public realm interface, the following condition seek design development:

- Recommended Condition 1.3

### *High Density Housing for Families with Children Guidelines (1992)*

The *High-Density Housing for Families with Children guidelines*’ intents are to address the key issues of site, building and unit design which relate to residential livability for families with children. For example, provide private outdoor spaces in the form of balconies, patios and decks for family-sized units (E.g., Units with two or more bedrooms), and where possible, balconies or at least Juliette balconies should be considered for one-bedrooms and studios. Also provide common indoor and outdoor amenity spaces. The outdoor amenity area should include a sunlight-rich dedicated children’s play-area in the outdoor amenity space. Outdoor child play-area should also be located where parents and/or guardians can more direct sightlines for supervision and safety. Storage for personal items and bicycles are to be provided.

***Applicant's Response to High Density Housing for Families with Children Guidelines (1992)***

In terms of units within the proposed building, all units have access to natural light and air, and most floors have access to the various communal indoor amenity spaces. A series of shared outdoor amenity spaces are also provided. 22 units (20% of total units) are provided as family units.

***Staff Review of Applicant's Response High Density Housing for Families with Children Guidelines (1992)***

Aligning with the *Guidelines*, Staff note the amenity space provided are adequate. Standard Condition A.1.1 seeks design development to integrate access to indoor and outdoor spaces.

***Housing Vancouver Strategy and Action Plan (2017)***

Comprising the Housing Vancouver Strategy (2018-2027) and the Three-Year Action Plan (2018-2020), the policy seeks to achieve the right supply of new homes along a continuum of housing types. Targets are based on the goal of retaining a diversity of incomes and households in the city by shifting housing production towards rental to meet the greatest need. This includes coordinating action with partners to deliver housing for the lowest income households.

Overall, 72,000 new homes are targeted by 2028, including 12,000 social, supportive and non-profit co-operative units, and 20,000 purpose-built rental units. This project contributes towards the targets for social housing units to be delivered under the City's Social Housing or Rental Tenure (SHORT) program, a program identified under Housing Vancouver where processing of social housing projects is expedited.

***Staff Review and Applicant's Response to Housing Vancouver Strategy and Action Plan (2017)***

This development application proposes residential with 100% of the units secured as Social Housing through a Housing Agreement for 60 years or the life of the building, whichever is greater. The project will meet the City's definition of social housing, with a minimum of 30% of the units rented to households with incomes which fall under the BC Housing Income Limits (HILs) levels.

The City and its partners are seeking to deliver a higher level of affordability while ensuring the long-term financial viability of the project, as part of the portfolio of sites being developed on City-sites. Should the project be successful in obtaining partner funding from BC Housing or CMHC, the Housing Agreement and the lease from the City to its non-profit housing operator will secure the final affordability requirements.

The 112 new self-contained social housing units proposed with this project would contribute towards the near- and long-term targets in Housing Vancouver targets (See Table 1).

**Table 1:** Progress Towards 10 Year Housing Vancouver Targets for Non-Market Housing as of March 31, 2022

Housing Type	10-YEAR TARGETS	Units Approved Towards Targets
Social, Supportive, and Co-op Housing Units	12,000	7,129 (59%)

*\*Note that tracking progress towards 10-year Housing Vancouver targets began in 2017, figures include Temporary Modular Housing*

The City has committed to prioritize affordable housing projects through the approval process in order to deliver more affordable housing at a faster pace. The goal of this process is to reduce the approval timeline for affordable housing projects. There are three primary objectives:

1. Increase delivery of affordable housing;
2. Improve coordination of internal processes; and
3. Enhance relationships with non-profits, private and public agencies that deliver affordable housing.

This application is one of the projects being processed through the City's SHORT program.

***Urban Agriculture Guidelines for the Private Realm (2009)***

The City of Vancouver Food Policy identifies environmental and social benefits associated with urban agriculture and seeks to encourage opportunities to grow food in the city. The Guidelines encourage edible landscaping and shared gardening opportunities for residents in new developments.

***Staff Review and Applicant's Response to Urban Agriculture Guidelines for the Private Realm (2009)***

Staff are supportive of the landscape strategies being proposed. Further access to planting will be available with the combination of the indoor and outdoor amenity at Level 8.

**• Conclusion:**

Staff recognise the building's proposed setbacks are less than anticipated in the *Downtown South Design Guidelines*. However, this reduction aids to shift the massing as much as possible away from the site's Davie Street edge, hence to minimise shadowing on Emery Barnes Park. Nonetheless, Staff recognise this is a mitigation strategy and the building will still cast some shadows on the park.

The relaxing of setbacks do take into consideration how the following issues could be addressed without severely compromising one:

- Social Housing Goals: One of the City's aim is to include Social Housing in all parts of Vancouver, including the downtown. And in this case, it is also to provide units for families. This in turn helps secure some level of spatial and social equity. Equity entails enabling some low-income Vancouverites to at least have the opportunity to build their homes in the downtown neighbourhoods, to thus be able to partake in future public affairs regarding the downtown.
- Shadowing on Emery Barnes Park: Planning Staff, in discussion with their Park Board Colleagues, weighed housing needs against shadow impacts on the park, and note that the central open lawn where people typically gather is not shadowed on the equinox, at least until 16:00pm. Additionally, the new shadows cast will not occur until 14:00pm onwards (when measured at the Autumn Equinox). Staff also do note that the park is already shadowed by several taller buildings around it, because these buildings were built when Emery Barnes Park was still a carpark.
- Impacts on Nearby Residential Towers: The reduced setbacks along the laneside and interior property-lines mean at some areas the anticipated 80 ft. tower separation cannot be met, as in the case of the subject-building and the building across the lane. However, Staff do note, despite this reduced distance the Horizontal Angle of Daylight requirements can be met. Furthermore, Staff's analyses show that redevelopment of the nearby lots can still contain taller towers without these future towers being less than 80 ft. from the proposed 1210 Seymour.

To conclude, Staff support variances from following within the *Downtown South Design Guidelines* in order for this Social Housing Building, and by effect social and spatial equity, to be realised:

- Setback requirements in *Section 4.2.1*, particularly for the rear-lane and interior setbacks;
- No shadowing on parks requirements in *Section 2.6.1*; and
- No shadowing on the north of Davie Street in *Section 2.6.2*.

## **ENGINEERING SERVICES**

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

## **VANCOUVER PARK BOARD**

The application is supported by the Park Board Planning, Policy and Environment staff as shown in the application material and presented to Urban Design Panel. Should additional park shadowing result from design development, further Park Board review will be required.

## **CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

The recommendations of CPTED are contained in the prior-to conditions noted in Appendix A attached to this report.

## **HOUSING REGULATION**

The recommendations of Housing Regulation are contained in the Recommended Conditions of this report and in the prior-to conditions noted in Appendix A attached to this report.

## **BUILDING REVIEW BRANCH**

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Building Review Branch staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

## **NOTIFICATION**

A development permit information sign was installed and confirmed on the site April 12, 2022. Additionally, on April 13, 2022, 4,117 notification postcards were sent to neighbouring property owners

advising them of the application, of the virtual open house and offering additional information on the City's development applications website. The postcard and the development application materials were posted online at [shapeyourcity.ca](http://shapeyourcity.ca).

A virtual open house was held Monday, April 18, 2022, to Sunday, April 24, 2022. In summary from the online event 182 people visited the event website and 18 comments were received, 7 in support, 10 in opposition and 1 with a mixed position.

To date, the responses total 10 in support, 15 opposed and 4 with mixed position. In general comments are either for or against further social housing downtown.

In addition, one question was asked and responded to during the Virtual Open House regarding funding and affordability.

Support of the project included the the use of Passive House design, social housing support in the community, would have increased the density over shadowing, and thoughtful addition to the neighbourhood.

Opposition included:

- Too much social housing downtown;
- This is a family neighbourhood;
- Groceries are too expensive for social housing in the area;
- Too close to already overused park; and
- Too high and close to the street.

Staff Response to Opposition comments:

This proposal meets the intent of the area plan. Social Housing is specifically being used to achieve the density without rezoning the site. Extensive work has been done with the applicant team to reduce shadowing on the park.

Further, design development to the building character and public realm interface is sought through conditions contained in this report.

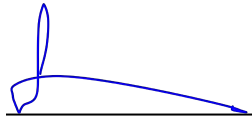
**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law and Official Development Plan it requires decisions by both the Development Permit Board and the Director of Planning.

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of Class B Loading. The Staff Committee supports the relaxation as conditioned.

The Staff Committee supports the application with the conditions contained in this report.



J. Greer  
Chair, Development Permit Staff Committee



H. Ghasemi  
Development Planner



B. Casidy  
Project Coordinator

Project Facilitator: J. Borsa

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

### A.1 Standard Conditions

- A.1.1 design development to allow a casual and direct connected access between all indoor and outdoor amenity spaces;

**Note to Applicant:** This can be achieved by providing exterior stairs between the proposed outdoor spaces and enhancing visual connection of the outdoor spaces through planting. See also Urban Design Panel recommendations in Appendix B and Standard Landscape Condition A.1.13.

- A.1.2 compliance with Section 5 – *Horizontal Angle of Daylight* of the Downtown Official Development Plan;

**Note to Applicant:** Windows on the interior side yard must be a minimum of 12 ft. away from the property line. Provide diagrams demonstrating compliance for all habitable rooms. See also Recommended Condition 1.2.

- A.1.3 compliance with Section 3 – *Density* of the Downtown Official Development Plan;

**Note to Applicant:** The following are required:

- i. “Residential Office” is not a valid exclusion, nor is a Laundry Room considered an amenity. The proposal is approximately 983 sq.ft. over the maximum;
- ii. confirmation of floor area on levels 2-6 is required. The overlay says 9,389 sq.ft. whereas the data table says 9368 sq.ft.; and
- iii. remove outdoor amenity from the floor area totals on the L7 and L8 overlay tables.

- A.1.4 compliance with Sections 4-7 of the Parking By-law as follows:

- i. provision of 2 accessible stalls dedicated for retail;
- ii. one of the small car spaces for retail is to be standard sized;
- iii. provision of 1 additional Class B Loading Space;

**Note to Applicant:** The replacement of 1 Class B loading space with 1 Class A space is not supported. 2 Class A loading spaces may be provided in lieu of the 3<sup>rd</sup> Class B space. See also Standard Engineering Services Condition A.2.5.

- iv. correction of the required Class A bicycle stalls in the data table; and

**Note to Applicant:** 1.5 spaces per unit under 65 m<sup>2</sup> and 2.5 spaces per unit between 65m<sup>2</sup> and 105m<sup>2</sup> are required. Based on the unit breakdown, this would yield 192 spaces. Correct either the required number or the unit table as appropriate.

- v. reduce the number of vertical and stacked stalls to 60% of the required bicycle spaces;

**Note to Applicant:** See also Standard Engineering Services Condition A.2.18.

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- A.1.5 design development to provide continuous weather protection along Davie Street and Seymour Street frontages;

**Note to Applicant:** It appears on the drawings that there is disconnection between the proposed canopies. See also Standard Engineering Services Condition A.2.19.

- A.1.6 design development to enhance the visual interest of the rooftop as seen from above;

**Note to Applicant:** This can be achieved through materiality, green roof, or providing children play area on the roof.

- A.1.7 demonstration of future kitchen ventilation routes for each commercial unit;

**Note to Applicant:** See the Floor Area Exclusions for Kitchen Exhaust Ducts and Shafts (New Buildings) Bulletin, <https://bylaws.vancouver.ca/bulletin/bulletin-floor-area-exclusions-for-kitchen-exhaust-ducts-and-shafts.pdf>. See also Standard Conditions A.1.10 and A.1.11.

- A.1.8 provision of an updated Survey confirming the site area;

- A.1.9 provision of revised drawing package that includes the following:

- i. the building perimeter to confirm the Thermal Exclusion maximum;
- ii. floor area breakdowns per use with shared circulation and mechanical prorated for each;
- iii. corrected Building Grades on the Site Plan to match the Building Grade Plan;
- iv. corrected building height in the data table;

**Note to Applicant:** The Elevator Overrun / Mechanical level is greater than 10% of the roof area and so must be included in the calculation of building height.

- v. confirmation the storage units within the residential corridors are designated for units without in-suite storage; and
  - vi. confirmation of provided bicycle stalls with bike room counts to match the data tables and bicycle space numbering to be corrected;
- A.1.10 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;
- A.1.11 written confirmation shall be submitted by the applicant that:
- i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
  - ii. adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
  - iii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;

### Standard Landscape Conditions

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A.1.12 design development to further improve and refine the streetscape and public realm interface as follows:

- i. provide more evergreen plant materials and greenery for year-round presence on the ground plan to soften the urban edge & public realm interface;
- ii. provide more refined and pedestrian friendly space around the south east corner patio area, utilize landscape planters to integrate grade changes, avoid guardrail structure where possible and use greenery to soften and improve the visual landscape character; and

**Note to Applicant:** See also Recommended Condition 1.2 and Standard Engineering Services Condition A.2.2.

- iii. integrate or use landscape treatments to screen the emergency generator exhaust/ intake ventilation, etc. on the ground level to minimize the visual impacts on the public open space if possible;

A.1.13 design development to strengthen the connectivity and accessibility between indoor and outdoor amenity areas on levels 7 & 8 as recommended by Urban Design Panel, and add planters with overarching shrubs to common upper decks, to be visually accessible from below, softening the edges, see also Standard Condition A.1.1;

A.1.14 verification of adequate soil volume for proposed tree planting on structures, the soil depth information provided on Landscape Plan L1.3 is not consistent with the Landscape Sections and Details shown on L4.0 and L 5.1;

**Note to Applicant:** Soil depths should exceed Canadian Landscape Standards, specifically, a minimum of 3 feet of growing medium depth should be provided for all tree plantings. The soil depths for wood seating deck tree planting on level 8 and planters on street level appear to be inadequate.

A.1.15 coordination with Streets Engineering and Park Board of any new street tree planting to be provided adjacent to the development site, which shall be confirmed prior to the issuance of the Development permit. Street tree species and size shall be confirmed on plant list;

**Note to Applicant:** Contact Streets Engineering, 604.871.6131, to confirm tree planting locations and Vancouver Park Board, 604.257.8587, for tree species selection and planting requirements. Provide a notation on the plan, "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with the approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in depth. Planting depth of root ball must be below sidewalk grade. Call Vancouver Park Board for inspection after tree planting completion."

A.1.16 provision of confirmed trenching locations for utility connections, avoiding conflict with tree root zones and addition of the following note:

"Trenching for utility connections to be coordinated with Engineering Department to ensure safe root zones of retained trees. Methods of tree protection for street trees to be approved by Vancouver Park Board.";

**Note to Applicant:** Methods of tree protection for street trees (as approved by Vancouver Park Board) to be shown on plan. Relocation of trenching locations are required if in conflict with tree protection.

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- A.1.17 design development on landscape drawings of landscape features intended to create bird friendly design;

**Note to Applicant:** The plant list should be further enhanced with bird friendly plants, specifically with native plants and groundcovers. Consideration should also be given to ornamental grasses. This can be further supplemented by also including water sources, bird houses and bird feeders. Refer to the Bird Friendly Design Guidelines.

### **Crime Prevention Through Environmental Design (CPTED)**

- A.1.18 design development to incorporate Crime Prevention Through Environmental Design (CPTED) Principles through the following:

- i. ensure “eyes on the street” is possible near accessible points to the underground carpark, elevator/entry lobbies, and fire exits;
- ii. include lighting for pedestrians around the building to improve safety;
- iii. provide 24/7 lighting and paint walls white in the carpark (including its entry);
- iv. avoid deep alcoves and concealed spaces especially at the lane side; and
- v. reduce opportunities for graffiti around the building with graffiti deterrent paint, planting, and/or put murals or artworks on blank walls;

### **Housing Regulation Condition**

- A.1.19 provision of confirmation that the project will provide at least 20% family and 5% accessible units in all stages of the development process;

### **A.2 Standard Engineering Services Conditions**

- A.2.1 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots 1, 2, 3, 4 & 5, Block 104, D.L. 541, Plan 210 to create a single parcel;
- A.2.2 arrangements shall be made for the provision of a building setback and surface statutory right of way (SRW) for public pedestrian use over a portion of the site, adjacent to Davie Street and Seymour Street, to achieve a 5.5 m offset distance measured from the back of the existing curb for widened sidewalks;

**Note to Applicant:** The SRW will be free of any encumbrance such as structure, stairs, door swing, planter walls and plantings at grade and is to accommodate the underground parking structure within the SRW agreement. A survey plan prepared by a British Columbia Land Surveyor showing the existing dimension from the back of the City curb to the existing property line to determine the final setback and SRW width is required.

- A.2.3 arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for a natural watercourse agreement;
- A.2.4 arrangements shall be made for the provision of a Services Agreement to detail the on and off-site works and services necessary or incidental to the servicing of the site (collectively called “the services”) such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development
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permit for the site will be issued until the security for the services is provided. The agreement shall include:

- i. street improvements along Davie Street adjacent to the site and appropriate transitions including the following:
  - a. broom finish saw-cut concrete sidewalk to the property line and within the SRW area that follows the City's Downtown South Streetscape Design Detail; and
  - b. provision of a pedestrian lane crossing on Davie Street;
- ii. street improvements along Seymour Street adjacent to the site and appropriate transitions including the following:
  - a. broom finish saw-cut concrete sidewalk to the property line and within the SRW area that follows the City's Downtown South Streetscape Design Detail; and
  - b. removal of the existing unused driveway crossing and reconstruction of the boulevard, sidewalk, and curb to current standards;
- iii. provision of new street trees adjacent to the development site, where applicable;
- iv. provision of upgraded street lighting (roadway and sidewalk) adjacent to the site to current City standards and Illuminating Engineering Society of North America (IESNA) recommendations;
- v. provision of new or replacement duct bank adjacent to the development site that meets current City's standards;

**Note to Applicant:** Duct banks are to consist of electrical and communication ducts and cables, and connected to existing electrical and communication infrastructure. The detailed Electrical Design will be required prior to the start of any associated electrical work to the satisfaction of the General Manager of Engineering Services, and, in conformance with current COV Engineering Design Manual, Construction Specifications, Standard Detail Drawing, Canadian Electrical Code and the Master Municipal Construction Documents.

- A.2.5 provision of 2 Class A loading spaces in lieu of a 3<sup>rd</sup> required Class B loading space is required;

**Note to Applicant:** See also Standard Condition A.1.4.

- A.2.6 provision of improved access and design of loading spaces and compliance with the Parking and Loading Design Supplement, including provision of the following:

- i. confirmation that the slope of the Class A loading bays must not exceed 5%;
- ii. 3.8 m (12.5 ft) of vertical clearance is required for access and maneuvering to Class B loading spaces; and
- iii. provision of 1 Class A Passenger loading space provided at grade;

**Note to Applicant:** Shared vehicle space can be relocated to P1. Overhead projections into loading spaces are not permitted.

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A.2.7 provision of improved access and design of the parkade layout and compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services, including provision of the following:

- i. column encroachments, setbacks and parking space widths to comply with the Parking and loading design Supplement;

**Note to Applicant:** Column encroachments are not permitted in single module stalls. All small car vehicle spaces must show 2.3m on the drawings and all standard vehicle spaces must show 2.5m on the drawings. All accessible access aisles must show 1.5m on the drawings.

- ii. confirmation that 2.3 m (7.5 ft) of vertical clearance is provided for access and maneuvering to all disability spaces; and

**Note to Applicant:** Overhead projections into disability spaces are not permitted.

- iii. design development to improve accessibility and function of the proposed shared vehicle spaces by providing a 2.9 m (9.5 ft) stall width for shared vehicle parking spaces;

A.2.8 provision of a finalized Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services.

A TDM Plan with a minimum of 12 points and 13 points is required for Social Housing and Retail use. The proposed plan achieves 12 points and 13 points respectively. A single TDM measure may count towards multiple land uses if it is usable by each land use. Refer to Schedule B of the TDM policy for detailed requirements for each measure. Provide TDM Plan as a separate package. The following additional information and clarifications are required to accept the TDM measures proposed:

- i. ACT-01 – Additional Class A bicycle parking:

- a. update architectural plans to identify the number and location of the additional Class A bicycle spaces.

**Note to Applicant:** Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

- ii. ACT-02 – Improved Access to Class A bicycle Parking:

- a. provision of concept design for excellent design of lighting, finishes, grades, convenience.

- iii. ACT-03 – Enhanced Class B bicycle parking:

- a. update architectural plans to identify the number, location and characteristics of the enhanced Class B bicycle parking; and

**Note to Applicant:** Signage is required to be shown at grade and at the front entrance.

- b. provision of concept design for enhanced Class B bicycle parking;

- iv. ACT-05 – Bicycle Maintenance Facilities:

- a. update architectural plans to note and dimension the location of facilities;
  - b. bicycle maintenance facilities to be located with convenient access to/from Class A bicycle spaces;
  - c. provision of an operational plan detailing the following: and
    - i. a description of the amenities to be provided;
    - ii. a means of providing access to all residents, commercial tenants, and the public (if applicable); and
    - iii. a plan for maintaining these amenities.
  - d. if available, provision of any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.
  - v. COM-01 – Car Share Spaces:
    - a. update architectural plans to identify/note/dimension car share spaces; and
    - b. spaces to be located with convenient, public access at-grade, or on P1.
  - vi. SUP-03 – Multimodal Wayfinding Signage:
    - a. update architectural plans to identify the general locations for proposed displays; and
    - b. provision of conceptual design of the content (e.g. transit lines, walk time to transit locations, availability of on-site car share vehicles, availability of nearby shared bicycles, etc.) to be displayed.
- A.2.9 subject to the acceptance of the finalized TDM Plan, entry into a TDM agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, which identifies the following:
- i. secures provision of funding towards long-term TDM monitoring funding the amount of \$2 per square metre of gross floor area;
  - ii. secures the provision of TDM measures on the site:
    - a. ACT-01 – Additional Class A Bicycle parking;
    - b. ACT-02 - Improved Access to Class A Bicycle parking;
    - c. ACT-03 – Enhanced Class B bicycle Parking;
    - d. ACT-05 – Bicycle Maintenance Facilities;
    - e. COM-01 – One Car Share Space; and
    - f. SUP-03 – Multimodal Wayfinding Signage.
  - iii. permits the City to access and undertake post occupancy monitoring of the TDM measures proposed; and
-

- iv. agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results

A.2.10 provision of compliance with the TDM Plan, as per the finalized TDM agreements;

A.2.11 notation of the following on all ground level and parking level plans:

- i. vehicle parking layout approved, subject to compliance with approved Transportation Demand Management (TDM) Plan; and
- ii. loading layout approved, subject to compliance with approved Loading Management Plan;

A.2.12 provision of the following information as part of the drawing submission to facilitate a complete Transportation review which may result in additional conditions:

- i. a complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and end-of-trip facilities, passenger loading and the number of spaces being provided;
- ii. section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions;
- iii. areas of minimum vertical clearances labelled on parking levels; and
- iv. design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances;

**Note to Applicant:** The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings.

A.2.13 provision of City issued Building Grades to be shown on the Site Plan, sheet A-105 & Floor Plan-Level 1, sheet A-202:

- i. all building grade elevations are missing on Floor Plan-Level 1, sheet A-202; refer to Building Grade Plan BG-2018-00223 for correct locations and elevations;
- ii. building grade elevation at the corner of Davie Street and the lane is displaced from the property line (see markup for location); and
- iii. building grade elevations on Seymour Street and the lane are incorrect; refer to Building Grade Plan BG-2018-00223 for correct elevations (see markup for location);

A.2.14 provision of Design Elevations to be shown on the Site Plan, sheet A-105 & Floor Plan-Level 1, sheet A-202:

- i. design Elevations are missing from the plan at pedestrian plazas and middle of entrance along Seymour Street (see markup for location);
  - ii. design Elevations are missing from the plan at pedestrian plazas and stairs along Davie Street (see markup for location); and
  - iii. design Elevations are missing from the plan at middle of entrances, parking stall, loading bay and corners of ramp entrance along the lane (see markup for location);
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- A.2.15 provision of City issued Building Grades survey benchmark Monument V-2767 to be used on the Site Plan and Floor Plan – Level 1, or provide written confirmation specifying the benchmark denoted on any topographic survey used for design purposes is consistent with the benchmark elevation established on the building grade plan issued by the City;

**Note to Applicant:** Please see building grade letter and attached markup for more details.

- A.2.16 submission of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this development permit. Where a design or detail is not available, make note of the improvement on the site and landscape plans. The landscape and site plan is to include the following:

- i. provision of new street trees adjacent to the development site, where applicable;
- ii. provision of a 5.5m setback/SRW from the back of existing curb on Davie Street and Seymour Street;
- iii. landscape plan updated to show broom finish saw-cut concrete sidewalk to the property line and within the SRW area that follows the City's Downtown South Streetscape Design Detail along both Davie and Seymour Streets;
- iv. landscaping, metal planter, seating, stairs, walls, tables and chairs, and any other permanent at-grade structure that prevents pedestrian movement deleted from the SRW area along Davie Street;

**Note to Applicant:** The SRW along Davie Street and Seymour Street is required to provide for public access of a widened sidewalk. All obstructions that prevent pedestrian movement through the SRW area must be deleted.

- v. provision of a pedestrian lane crossing on Davie Street; and
  - vi. provision of construction cold joint at the property line on Seymour Street and Davie Street;
- A.2.17 confirmation that doors are not to swing more than 0.3 m (1.0 ft) over the property lines or into the SRW area;
- A.2.18 provision of improved access and design of bicycle parking, including provision of the following:

- i. all Class A bicycle spaces to be within secured rooms;

**Note to Applicant:** v-200, v-201, and v-202 spaces are not accepted.

- ii. design specifications for stacked bicycle racks including dimensions, vertical and aisle clearances;

**Note to Applicant:** Racks must be usable for all ages and abilities and a Manufacturer's spec for the stacked system with the provider's name and model must be provided.

- iii. confirmation on what locks the Enhanced Class B bicycle lockers use; and

**Note to Applicant:** The spaces must use a lock that is commonly carried by cyclists and if not, the enhanced Class B spaces must be provided in a secured room; and

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- iv. directional signage for Class B bicycle spaces not readily visible to visitors of the site;

**Note to Applicant:** Update architectural plans to show/note the location of directional signage. Reference Section 6.4.5 of the Parking Bylaw for additional information.

- A.2.19 submission of a canopy application is required;

**Note to Applicant:** Canopies must be fully demountable and drained to the buildings internal drainage systems. Submit a copy of the site and elevation drawings of the proposed canopy for review. See also Standard Condition A.1.5.

- A.2.20 provision of written confirmation that clarifies garbage pick up operations and that a waste hauler can access and pick up from the location shown without reliance of the lane for extended bin storage;

**Note to Applicant:** Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

- A.2.21 provision of a utility design to the satisfaction of the General Manager of Engineering Services including confirmation of the following:

- i. all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground;
- ii. primary BC Hydro service; and
- iii. all required electrical plants provided for entirely within private property;

**Note to Applicant:** BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement.

Written confirmation is required to clear the condition. The review of third party utility service drawings (e.g., BC Hydro, Telus and Shaw) will not be initiated until all drawings have been received by Utilities Management Branch (UMB). For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at [umb@vancouver.ca](mailto:umb@vancouver.ca).

- A.2.22 submission of a draft Key Plan to the City for review and approval prior to submission of any third party utility drawings is required. The review of third party utility service drawings will not be initiated until the Key Plan is defined and achieves the following objectives:

- i. The Key Plan shall follow the specifications in the City of Vancouver Key Plan Process and Requirements Bulletin <https://vancouver.ca/files/cov/engineering-design-manual.PDF>; and
- ii. all third party service lines to the development is to be shown on the plan (e.g., BC Hydro, Telus, Shaw, etc.) and the applicant is to provide documented acceptance from the third party utilities prior to submitting to the City.

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

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For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at [umb@vancouver.ca](mailto:umb@vancouver.ca).

**A.3 Environmental Services Conditions:**

A.3.1 provision of an updated Site Disclosure Statement (SDS).

**Note to Applicant:** There is a history of Schedule 2 activities on site. This should be reflected in the SDS.

**B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Building Review Branch contained in the Staff Committee Report dated June 8, 2022. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **December 31, 2022**, this Development Application may be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.
- B.1.6 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- B.1.7 Provision of construction details to determine ability to meet municipal design standards for shotcrete removal (Street Restoration Manual section 02596 and Encroachment By-law (#4243) section 3A) and access around existing and future utilities adjacent your site.

**Note to Applicant:** Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to building occupancy. Provision of written acknowledgement of this condition is required. Please contact Engineering Services at [StreetUseReview@vancouver.ca](mailto:StreetUseReview@vancouver.ca) for details.

- B.1.8 Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or License. Applications for provincial Approvals or Licenses can be completed online. The application will be received and accepted into the province's online system, and the provincial authorizations team strives for 140 days to get the approval to the applicant. The approval holder must be able to produce their approval on site so that it may be shown to a government official upon request. Dewatering before this approval is granted is not in compliance with the provincial Water Sustainability Act. Provide a letter confirming acknowledgement of the condition.

For more information: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-licensing-rights/water-licences-approvals>

**B.2 Conditions of Development Permit:**

- B.2.1 All residential floor area must be used for social housing.
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- B.2.2 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.3 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
- B.2.4 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
- B.2.5 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.6 All new buildings in the development will meet the requirements of *Guidelines for the Administration of Variances in Larger Zero Emission Buildings* (amended by Council on May 12, 2020) including the requirements for certification under the Passive House standard, or an alternate zero emissions standard approved by the Director of Sustainability.

**Note to Applicant:** The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of the permit process. For more detail on what must be submitted at the building permit stage, refer to section 5.5 of the guideline.

- B.2.7 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
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**DRAFT URBAN DESIGN PANEL MEETING MINUTES, APRIL 27, 2022**

2.	Address:	1210 Seymour Street
	Permit No.	DP-2022-00227
	Description:	To develop a nine-storeys mixed-use Building with retail at grade and 112 Social Housing Units above, all over one level of underground parking having vehicular access from the rear lane. The proposal is under the Downtown District Official Development Plan (DDODP) having an approximate floor area of 74,769 sq.f., and an approximate height of 99.43ft.
	Zoning:	DD
	Application Status:	Complete Development Application
	Architect:	ZGF Architects
	Staff:	Hamed Ghasemi & Paul Cheng

**EVALUATION: Support with Recommendations 6-0**

- Introduction:**

Senior Development Planner, Paul Cheng, began the presentation with an opening speech about the history of the proposal.

Development Planner, Hamed Ghasemi, began by noting, this is an application located at 1210 Seymour Street, a social housing project under current zoning in Downtown Vancouver.

**Zoning:**

This site is located at the southeast corner of Seymour Street and Davie Street. Zoning is DD for the site and most of the context and to the east, from Homer Street, there are HA-3 sites. The site has frontage of 120 feet along Davie Street and 125 feet along Seymour Street.

**DP Proposal:**

The site area is about 14,995 sq.ft and the proposal has an FSR of 4.99 and height of approximately 105 feet. There are three commercial units on the ground floor with 112 social housing units above. 20% of the units are family units and 5% of the units are accessible one-bedroom units. Parking is located underground and the project is targeting passive house certification.

**Context:**

The site is surrounded by pretty tall buildings. To the northwest, Brava Towers are 26 and 33 storeys. To the west, there is a four-storey mixed use building. To the south. The Place tower is 20 storey with three-storey townhouse podium. To the east, Eden Tower is 25 storey with three-storey mixed-use podium. And, to the north is Emery Barnes Park.

**Emery Barnes Park:**

Emery Barnes Park is not a pre-planned park but rather a new park in between high-density buildings. The park used to be one-storey retail buildings with surface parking. The park was developed in three phases. The first phase was east portion of the park facing Richards Street and was done in 2003. The second phase was the west portion facing Seymour Street and was done in 2010. The last phase was the southwest portion of the park and was done in 2012.

The park planning consists of four major pieces. The north of the park has an off-leash dog park. The east portion is for water features and seating areas. The central piece of the park hosts the majority of the activities including children's play area, seating spaces, open lawn, and oval pedestrian path. The southwest portion was designed as an entry plaza, a pedestrian gateway to the park and is a place for social interaction.

**Policy and Guidelines:**

The site is zoned DD and follows DDODP and the applicable guidelines is Downtown South guidelines.

The key objectives of Downtown South are:

- Neighborhood Character must be created rather than borrowed.
- Focus on parkland and shopping streets
- Strong street edge definition
- Retail use continuity on Davie Street

The built form in area L1 of the DDODP is:

- Height: Up to 70 feet, Social Housing 120 feet
- Density: Max 3.0, Social Housing 5.0 FSR

Urban Design provisions are as follows:

- Sunlight access for parks, open space, and Davie Street
- Low rise street enclosure
- Compact upper floor massing

**Form of Development:**

The recommended form of development in DDODP is height of 70 feet for a regular project and for social housing 120 feet with provision of 40 feet setback from the interior property line above the 70 feet height. If we follow this recommendation, the massing will definitely shadow the north sidewalk of Davie Street and Emery Barnes Park. Therefore, the design strategy is how to minimize the shadow on Emery Barnes Park. To achieve that, the height has been reduced to less than what is allowed under DDODP and the rear upper setback has been brought to the front of the building to push the massing away from the park.

With this approach, the upper massing of the building above 70 feet will still have more than 80 feet separation from The Place Tower to the south and about 67 feet separation from the Eden Tower on the opposite side of the lane. However, an HAD study confirms that with a 67 feet separation, all the units above 70 feet in both buildings can still meet the HAD requirements of 80 feet.

**Proposal:**

The proposal meets the front setback requirements along both Davie Street and Seymour Street. As this is a corner site, commercial spaces are provided facing both streets and residential lobby is located along Seymour Streets. The lane side hosts the required services on the site.

Above the commercial floor, the massing is setback 8 feet from the lane and 4 feet from the interior property line. To note, there are residential units facing the interior property line below 70 feet in height. However these units are separated by about 24 feet from the podium of the adjacent building.

The proposal provides street frontages for commercial areas in forms of outdoor patios and display areas. The corner of Davie Street and Seymour Street has been setback more to enhance the public realm by providing green spaces.

The indoor amenity is located on the 7<sup>th</sup> floor accompanied by a small out door amenity. A larger outdoor amenity is located on the 8<sup>th</sup> floor. These outdoor spaces are the open spaces that were released from the rear of the building and brought forward to be in relation with the bigger open pace, Emery Barnes Park.

**Shadow Study:**

A year-round shadow study demonstrates that there is not shadow impact on Emery Barnes Park on winter/summer solstice. The shadow study on fall equinox shows that the shadow starts encroaching into the park from 2 PM and at 4:30 PM the shadow will crawl about 65' into the park but barely touches the open lawn in the center of the park. Most of the shadow will be hidden underneath the shadow of The Place tower, south of the site.

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Here are a few 3d images of the proposal and a streetscape that shows the small scale of the proposal in Downtown South's context.

Advice from the Panel on this application is sought on:

1. Given the height of the proposed building is less than what DDODP anticipates for social housing projects, please comment on the success of the proposal with respect to providing balance in minimizing shadow impacts on Emery Barnes Park;
2. Please provide feedback on the quality of proposed public realm interfaces;
3. Please comment on the architectural expression in terms of articulation and materiality.

- **Applicant's Introductory Comments:**

The goal of the project is providing a mix of affordable homes across the city.

The site is located at the junction of Seymour and Davie St with a short walk to transit and the seawall along with other amenities in the downtown core.

There are 112 of mixed units over 9 stories and a concrete frame building.

There are 9 parking stalls and 211 bike parking stalls.

Project objectives include passing passive house objectives, low VOC materials, connecting the indoor and outdoor amenities and building a community.

Design rational of the building include looking to continue the commercial on Davie St and pull the massing up adjacent to the street, turn the corner, this allows for the residential entry at the Seymour side.

There are volumes that project up and project through in order to express the stepping back as the project moves away from Davie St.

Other goals include to create porosity at the public realm, activate the CRUs, and create a positive relationship to Emery Barnes Park.

The facades are activated by creating monolithic forms as the building is small in its context.

Materials of the building include panels that are durable and long lasting.

A lot of the articulation expression is in the density of the panels used.

The landscape design spans over the ground plane up the building to the roofs.

The residential entry is on Seymour St.

Trying to expand the sidewalk to generous walkways with durable paving and planting to break down the corner.

The planters have been raised to create a bit of separation to the street.

Level 7 amenity is the smaller of the amenities with an active social space which is connected to an indoor amenity.

Level 8 there is a larger amenity, looking to make it a more passive space with urban agriculture and large seat decks to take advantage of the overlook to the park.

The intent is to create a positive relationship with the building and Davie st.

There will be some residential units that will be walk out units that connect to patios.

Looking to employ contemporary material and furnishings.

The applicant team then took questions from the panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**

Having reviewed the project it was moved by **Mr. Gregson** and **Ms. Lee** and was the decision of the Urban Design Panel:

THAT the Panel **SUPPORT** the project with the following recommendations to be reviewed by City Staff:

- Ensure design development of the architectural expression of the building at the corner of Davie St. and Seymour St. through materiality, articulation, and window expression;
- Improve indoor and outdoor amenity continuity by locating the indoor amenity on the 8<sup>th</sup> floor or providing external connection between the outdoor amenities
- Design development of exterior material detailing with consideration for durability and texture appearance of metal cladding and improved glazing.

**Related Commentary:**

There was support from the panel.

The architectural expression was generally supported, there was some concern with the skin however others noted the color choice is acceptable and matches well.

The shadow impact on the adjacent park is acceptable and manageable.

A panelist noted the livability of the units as a result of the manipulations of the site needs to be revisited. A panelist noted the elevations presented in the development permit package are not successful and concerned for the success of the design development.

There was support for the overall treatment of the groundplane.

Panel members noted the corner at Seymour and Davie is quite important at this intersection but in the current design comes across quiet consider celebrating this corner more with refinement and animation.

A panelist noted the landscape at the public realm interface is appropriate.

A panelist suggest the continuous weather protection such as a canopy at the public realm would be beneficial.

The choice of congruent metal is interesting suggest using panel.

A panelist noted the use of panel is elegant.

A panelist noted the material palette comes across too subdued. The details on the renderings is not quite clear presently comes across outdated.

Panel members suggested the interior and exterior amenity should be moved to level eight as there is more room.

The indoor and outdoor connection is lost on level 8.

A panelist recommended considering a green roof.

Consider simplification of the windows to successfully achieve sustainability goals.

A panelist noted consider the costs with the guards of the Juliet balcony which are suggested as glazed.

**Applicant's Response:** The applicant team thanked to recognize the challenges and for their comments.

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## BUILDING REVIEW BRANCH COMMENTS

The following comments are based on the preliminary drawings prepared by ZGF Architects Inc. dated February 14, 2022 for the proposed development permit application. This is a preliminary review in order to identify major issues which do not comply with Vancouver Building Bylaw #12511 as amended (VBBL 2019).

**\* Please note that building permit applications must conform to Vancouver Building Bylaw #12511 (2019) as may be amended from time to time. Please see the following page:  
<http://vancouver.ca/your-government/vancouver-building-bylaw.aspx>.**

The following information should be included at Building Permit Application Stage:

1. As of November 1, 2019, all submissions are to be in accordance with the VBBL 2019.
2. \*Every exit door is required to open in the direction of exit travel per Sentence 3.4.6.12.(1). This includes the door leading to a stair shaft on the south side of the underground parkade.
3. Doors installed in series in an accessible path are required to be separated by a min. distance of 1500 mm plus the width of a door swing per Sentence 3.8.3.6.(12). This includes the CO vestibule providing access to Elevator-1 (freight) on Level P1. Note this appears to be more than a freight elevator as it provides an accessible path of travel for persons with disabilities from the parking areas to the CRUs; the residential lobby will likely be access-controlled.
4. \*A building envelope vestibule complying with Article 10.2.2.8. is required for the building at the residential lobby on Level 1.
5. The intake & exhaust for an emergency generator on Level 1 seem to be located close to a door opening on Level 1. These locations should be reviewed against indoor air quality & accepted by the mechanical engineer of record prior to applying for a building permit.
6. The base building should be provided with ducts and shafts for the CRUs to accommodate future ductwork by tenants related to a commercial kitchen exhaust system(s). Please confirm with Planning an acceptable size & location for the exhaust system and its termination.
7. The rough-ins for plumbing facilities should also be shown for CRU 1 & 2.
8. \*The minimum unobstructed width of a corridor is 1100 mm per Sentence 3.3.1.9.(2). The doors of the individual storage rooms not located within a suite on Levels 2 through 6 in their swing do not appear to provide this clearance.
9. \*2 egress doorways are required from Indoor Amenity Room #701 on Level 7 as the occupant load for this room combined with that of Outdoor Amenity appears to exceed 60 persons. The doors should swing in the direction of travel to the exit.
10. The water closet of a universal washroom in Indoor Amenity Room 701 is required to have a transfer space that is at least 900 mm wide adjacent to it.
11. All new architectural, mechanical and electrical components are required to comply with the energy and emissions requirements of the Vancouver Building By-law #12511.. Please add to your drawings the Energy Statements per the "Energy Statements on Drawings" requirements found within the City of Vancouver energy webpage (<http://vancouver.ca/building-energy-requirements>).

\*Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response. If a "prior to" letter is not being sent, the above comments should be sent directly to the applicant.

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