
1250 Granville Street (COMPLETE APPLICATION)
DP-2019-01014 DD

CP/KS/DS/JF

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer (Chair), Development Services
M. Bird, Engineering Services
J. Olinek, Urban Design & Development Planning

Also Present:

K. Spaans, Urban Design & Development Planning
C. Profili, Development Services
D. Sharif, Urban Design & Development Planning
J. Freeman, Development Services

APPLICANT:

LWPAC
3353 W 4th Ave
Vancouver, BC V6R 1N6
Canada

PROPERTY OWNER:

P ROCK LTD
646 MONTROYAL BLVD
NORTH VANCOUVER BC V7R 2G3
CANADA

EXECUTIVE SUMMARY

• Proposal:

To develop on this site a 9-storey Passive House, Mass Timber, mixed use building with commercial and retail at grade and 61 secured market rental dwellings on levels 3 through 9, over one levels of underground parking and bicycle facilities.

See Appendix A Standard Conditions
 Appendix B Standard Notes and Conditions of Development Permit
 Appendix C Plans and Elevations
 Appendix D Landscape Plans
 Appendix E Applicant's Design Rationale
 Appendix F Notification Report

• Issues:

1. Compliance with DD density regulations
2. Alignment with DD Subarea 'K3' development containment envelope at upper storeys
3. Modular mass timber residential construction with compact unit designs.

• **Urban Design Panel:** Support with Recommendations (6/0)

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2019-01014 submitted, the plans and information forming a part thereof, thereby permitting the development of a new nine storey building with office, retail uses on the lower levels and rental dwellings above with one level of underground parking and bike facilities accessed 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 design development as required to comply with provisions for density in the Downtown Official Development Plan, or confirmation of compliance with density regulations;

Note to Applicant: Compliance or confirmation of compliance with density regulations may be achieved by the following:

- i. removal of floor area as needed to comply with the allowable density, such as deletion or reconfiguration of upper level dwelling units;
- ii. designing all unconditioned spaces not intended wholly for circulation as usable private or semi-private amenity space with space for seating, immovable planters, and other features. These areas may be considered as balcony or common amenity depending on utility and design, and can only be excluded from FSR calculation up to the amount permitted for each up per the *ODP*;
- iii. provision of updated FSR overlays and a clear rationale outlining the means by which FSR is being calculated, the reason for specific proposed measures contrary to standard City practice, and a description of why other means of compliance may not be achievable.

- 1.2 design development to the lane-facing façades of the Levels 1 and 2 to present a more sympathetic relationship with the adjacent existing residential building, including strategies to mitigate intentional damage to these façades.

Note to Applicant: Suggested design strategies to improve the expression of these façades include, but are not limited to:

- i. introducing clerestory windows into the bicycle parking and generator rooms on Level 1, and/or the residential storage room on Level 2, with due consideration given to passive security measures;
- ii. introducing additional resilient planting, with particular consideration given to stepping back the Level 2 wall over the parking stalls and parkade ramp, and adding a planter, or otherwise introducing architecturally integral greenery;
- iii. introducing wall-mounted public art or murals;
- iv. introducing finish or pattern variation in the cladding modules to break up unarticulated façades and;
- v. replacing the solid-panel parkade overhead door with a high-quality grille-style overhead door, to further reduce opportunities for intentional damage.

Note to Applicant: Also refer to CPTED issues under Standard Condition A.1.16.

- 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

1250 Granville St (DP-2019-01014)		DD zone (sub-area K3)	
	PERMITTED / REQUIRED	PROPOSED	
Site Area ¹		8,998 sf	
Uses ¹	Retail, Dwelling, other	Retail, Dwelling	
FSR ²	3.50 FSR 31,493 sf		
	DOP discretion: +5% per 10.16 Passive Low Op Cost Housing Total 3.675 FSR 33,067 sf	+5% ZEB <u>+0.175 FSR</u> Total 3.99 FSR 35,941 sf Commercial 0.33 FSR 2,973 sf Residential 3.66 FSR 32,968 sf	Passive House Relaxations Guidelines for Larger Projects
	FSR Additions + Exclusions:		
	- Balcony 8% / 2408 sf	2381 sf	
	- Amenity 20% / 6,613 sf	915 sf	
	- Storage max 40sf / DU	ok	
	- Thermal Wall Excl tbd	1094 sf	
Height ³	90.0 ft		
	DOP discretion: - Passive Design 10.23A.2 + 4.10 ft - Mass Timber 10.21A + 5.31 ft Total 99.41 ft	Top Roof Parapet @ Flr 10 91.57 ft	
	View Cones: 12.2 - Mt Seymour from Granville Bridge 3.2.1 - Mt Strachanm, Hollyburn & Lions from QE pk B1 - Lions from the Seawall at Charlson Park C1 - Lions from the Laurel Landbridge	Confirmed no view cone intrusions	
HAD ⁴	50° / 70° Daylight Angle over 24.0m / 78.72ft	DOP discretion for courtyard bedrooms	

Parking ⁵	REQUIRED				PROPOSED			
	<u>Residential</u>	(min) 0				6 stalls		
accessible	3				3 (x2) = 6			
small	0				0			
standard	0				0			
<u>Commercial</u>	(min) 0				12 stalls			
accessible	0				0			
small	0				6			
standard	0				6			
<u>Total</u>	(min) 0				18 stalls			
accessible	3				3 (x2) = 6			
small	0				6			
standard	0				6			
Visitor	(min) 0 - (max) 3				0 stalls			
Loading ⁶		A	B	C		A	B	C
	Residential	0	0	0		0	0	0
	Commercial	0	1	0		0	1	0
	Total	0	1	0		0	1	0
Bicycle ⁷		A	B			A	B	
	Residential	92	3			123	3	
	Commercial	1	0			1	0	
	Total	93	3			124	3	
Passenger ⁸		A	B	C		A	B	C
	Residential	1	0	0		1	0	0
	Commercial	0	0	0		0	0	0
	Total	1	0	0		1	0	0

Unit Mix ¹	REQUIRED	PROPOSED					
	n/a	Unit Type	Secured Rental	Market	Affordable		
		Studio	46	75.4 %	0	0	0
		1 BR	0	0 %	0	0	0
		2 BR	15	24.6 %	0	0	0
		3+ BR	0	0 %	0	0	0
		Total	61	100 %	0	0 %	0 0 %
	Minimum Unit Sizes per section 11.10.2	2 Bedroom Units (~550 sf) Studio units (all 46 ~ 330sf) Housing Agreement required for any unit size less than 400sf					

Notes:

- ¹ **Site Area:** Site area is based on the provided survey document and drawings. The development is proposed over three existing parcels (Lots 8 to 10, Block 103, District Lot 541, Plan 210) mid-block on East side of Granville Street, and between Drake and Davie Streets. Consolidation of the three parcels required prior to issuance of a development permit. Refer also to Engineering Condition.
- ¹ **Uses & Unit Mix:**
Proposed mixed-use building comprising of Retail the ground level and a total of 61 secured market rental Dwelling Units on floors 3 and above, both conditionally permitted uses within the DD district ODP. DoP supports a decrease of the dwelling unit area down to a minimum of 29.7 sq,m / 320 sq.ft. as per Section 11.10.2 subject to dwelling units being secured as rental. See Standard Condition A1.14.
- ² **Floor Area Density & FSR:** The total proposed floor area exceeds the maximum allowable by approximately 2,870sf, and overage primarily due to external walkway circulation to residential units required to count towards FSR. Standard Conditions A1.4 and A1.5 seek compliance and clarification of FSR included/excluded areas.
- ³ **Height:** The proposed building height is requesting the following discretionary height allowances in addition to maximum permitted per DD zone ODP section 4 for sub-area #3 (Fig1 pg22), and per ODP and Granville Street (Downtown South) Guidelines.
The Director of Planning is supportive of relaxation of DD South Granville containment angle setbacks, and height allowances for Passive House and Mass Timber construction.
- ⁴ **Horizontal Angle of Daylight (HAD):** The proposed development does not fully meet regulations set out in the DD District. Discretionary HAD relaxation supported for living rooms and bedrooms facing the internal courtyard.
- ⁵ **Parking:** Except for accessible parking, there is no minimum residential or commercial parking requirements.

• **Legal Description**

Lots: 8 to 10
 Block: 103
 District Lot: 541
 Plan: 210

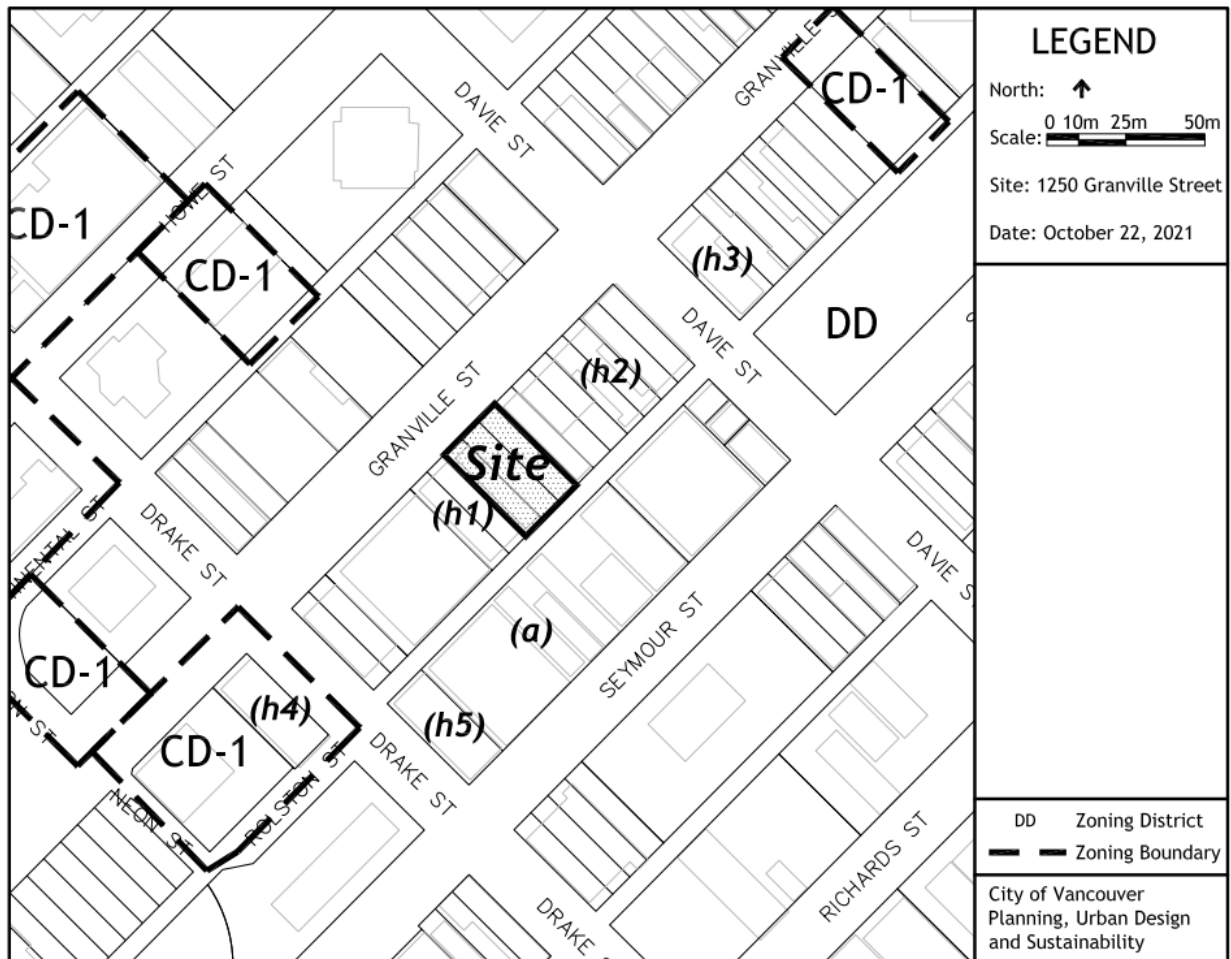
• **History of Application:**

Dec 23 2019	Initial DP application
July 30, 2021	Complete DP submission
July 7, 2021	Urban Design Panel
Oct 13, 2021	Development Permit Staff Committee

• **Site:** The subject site is located midblock on the southeast side of Granville St between Davie St and Drake St in subarea 'K3' of the Downtown district, where Granville St transitions from a commercial entertainment district to a predominantly mixed-use retail / residential area. The immediate context includes smaller commercial buildings constructed in the early and mid-20th century, some on the Vancouver Heritage Register, with more-recently construction residential buildings with retail at grade along Granville St, and a strata residential tower across the lane to the southeast zoned DD subarea 'L1'.

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

- | | |
|-----------------------------|------------------------------|
| a) 1255 Seymour | 34-storey Strata Building |
| h1) 1256 Granville Street | 3-storey Heritage Building |
| h2) Ambassador Hotel | 3-storey Heritage Building |
| h3) Scotia Dance Centre | 6-storey Commercial Building |
| h4) Yale Hotel | 4-storey Heritage Building |
| h5) Federal Motor Co. Bldg. | 2-storey Heritage Building |



● **Background:**

The applicant approached the City in early 2019 with a proposal to construct a modular mass timber mixed-use development at the subject site. Approval in principle was sought early in the process in order for the applicant to secure financing from various partner organizations including the Provincial Government, Canada Municipal Housing Corporation, and others. The General Manager of Planning authorized issuance of a letter addressed to these funding groups supporting, in principle, innovative and sustainable approaches to building design and construction. This funding has been used, in part, to construct a modular mass timber unit assembly plant in Delta, BC, allowing for assembly of all principal building components within a short distance from the construction site.

The proposed mass timber, Passive House Certified building is designed as two “towers” on either side of an open courtyard with exterior amenity and circulation areas set atop a podium. The building reads as eight storeys from the street and nine storeys from the lane due to a significant grade change from NW to SE. Dwelling units are compact and efficiently designed to suit the pre-constructed modules with one bedroom units as small as 30.6sm (330sf) and two bedroom units as small as 52.1sm (561sf).

Subarea ‘K3’ includes provisions for a development containment envelope in order to maintain a tripartite street wall consistent with the prevailing character of the Granville St. This generally shapes development into a six storey form with two additional levels stepped back aligning with a 45 degree angle from the street face. The same angle is generally anticipated at the rear of the site for most developments, however staff note that the strata building across the lane is set back an uncommon distance thereby mitigating the need for this shaping here.

In February of 2021, City Staff presented a recommendation to Council to increase the allowable density in subarea ‘K3’ to infill a gap between allowable density and building height, thereby enabling additional floor area for residential or other uses. Having heard concerns from speakers related to increases in residential density along a commercial corridor, potential for increases in crime related to increased population density, and other concerns, Council voted to refer the report back to staff and no amendments have been made to ‘K3’.

The Urban Design Panel reviewed 1250 Granville St on July 7, 2021, receiving unanimous support of the Panel with recommendations to improve the lane interface, add a washroom to the rooftop amenity, and ensure privacy for courtyard-facing bedroom units.

● **Applicable By-laws and Guidelines:**

- *Downtown Official Development Plan* (1975, last amended 2017)
- *Secured Market Rental Housing Policy*

● **Response to Applicable By-laws and Guidelines:**

Downtown Official Development Plan

The proposed retail and residential uses are enabled by the *Downtown Official Development Plan*. In order to accommodate the orthogonal nature of the modular mass timber construction, the proposal seeks the Development Permit Board’s relaxation to the ‘K3’ development containment angle to permit the upper levels of the front and back sides of the building to project past the 45 degree angles from the street and the lane. The building maintains a strong datum light at the sixth level, in keeping with the character of the existing context.

Density regulations in ‘K3’ of the *DDODP* permit consideration of a development with an FSR of up to 3.50, with a maximum of 3.00FSR permitted to be designated for residential use. This proposal is applying

for a 5% density bonus for Zero Emissions Buildings, for a total proposed maximum FSR of 3.675. Following technical review, staff note that the application may have a density of closer to 3.90FSR as submitted, and are requesting compliance or confirmation of compliance with density regulations by way of the up-front conditions of approval.

Secured Market Rental Housing Policy

This application proposes efficient dwelling units as small as approximately 330sf (31sm) for one-bedroom and approximately 560sf (52sm) for two-bedrooms. Section 11 of the Zoning and Development By-law permits a floor area of no less than 398sf (37sm) for dwelling units, unless this housing is secured as rental by way of a housing agreement as provided for in the Secured Market Rental Housing Policy. The Policy permits consideration of dwelling units as small as 320sf (30sm), subject to livability considerations.

On review of the proposed unit layout, staff have determined that the compact dwelling units are designed with a high-degree of livability, including dual-aspect frontages permitting natural cross ventilation of access to natural light. On condition that the applicant enter into a housing agreement as required by the Policy, staff support provision of the necessary relaxations to Section 11 to permit the proposed dwelling unit sizes.

• Conclusion:

The proposal represents an innovative approach to construction, sustainability, compact urban living, and mass timber architectural design. The narrow distance between module assembly site and construction site is unique in the Canadian context, and represents a good-news story about sustainable development methodology.

Staff recommend approval of this proposal subject to the conditions in Appendix A.

URBAN DESIGN PANEL

The Urban Design Panel reviewed this application on July 7, 2021 and provided the following comments:

EVALUATION: Support with recommendations (6/0)

Senior Development Planner, Kevin Spaans, reminded the Panel of the existing urban character and context, noting that the site falls on the east side of Granville St between Davie St and Drake St. Mr. Spaans then provided a brief description of the relevant policy context as follows:

- the site is governed by provisions in the Downtown Official Development Plan (DD ODP) for subarea 'K3';
- a density of 3.50 FSR is anticipated, 3.00 FSR of which may be designated for residential use;
- a maximum discretionary height of 90ft is permitted;
- select conditionally supportable permitted uses include Dwelling, Institutional, Office, and Retail;

Mr. Spaans then briefly outlined the proposed development statistics as follows:

- the proposal has a density of 3.68 FSR, being 3.50 FSR with a CoV ZEB allowance; the proposed height is compliant with regulations at 90ft and nine storeys;
- the proposed uses are: Retail on the main level, and Dwelling uses on Levels 2 to 9.

Though the project has been determined to comply overall with provisions for height, density, and use, Mr. Spaans noted that developments in 'K3' are expected to be formally shaped by a form of development containment envelope which defines a 70ft street wall, and levels above stepping back in line with a 45° horizontal plane. As demonstrated by graphics in the staff presentation, the building extends beyond this containment envelope at the uppermost level, but maintains a defined datum at the 70ft mark. This containment angle extends to the rear of the site where, again, the uppermost levels extend past the 45° horizontal plane.

A perspective image showing the proposed interface with the public realm at Granville St was provided by the architect and was presented by Mr. Spaans, who reminded the Panel of the importance of a strong relationship between the interior program and the streetscape on this important central thoroughfare.

Advice from the Panel on this application is sought on the following:

1. Giving consideration to the intent of the 'K3' subarea of Granville St as a mixed use district complementary to the predominantly entertainment and retail nature of subarea 'K1' to the north, the 'K3' containment envelope, and the predominant urban culture of downtown Vancouver, please comment on the following:
 - a. the performance of the proposed architectural expression and materiality;
 - b. the performance of the proposed interface of the building with the public realm.

Applicant's Introductory Comments:

The project architect, Oliver Lang, presented on behalf of the proponent team as follows: Activation of the public realm is a key objective of the project. The building emphasizes the predominant scale of Granville St, with a high quality materiality. The height of the retail space improves the visibility of the interior program and provides visibility of the timber construction of the building. This form of construction is also reflected in the exterior expression of the building at grade.

The proposal is aiming to achieve a "triple win" for sustainability: it is targeting Passive House certification with mass timber construction and offsite prefabrication; it is targeting enhanced affordability of housing

downtown by providing efficient market rental homes; and the building is design with social resiliency in mind.

The homes are designed to a high level of efficiency with no wasted space and rigorous functionality. As each unit is accessed off of exterior corridors, residents have access to cross-ventilation. This dual-exposure model also provides for inset bedrooms compliant with City policies for windows for occupiable rooms, while maximizing quiet for residents: an important consideration on a busy arterial. The dwelling units are all prefabricated offsite with integrated services and a fully prefabricated passive house envelope component to create an overall better performance paradigm. Prefabrication also provides for speedier construction and installation, minimizing impacts to adjacent residents and businesses.

A clean, simple, contemporary, architectural language that visually connects to, but transitions from, the historic patterns of Granville St is sought with this development. The setback at 70ft is intended to marry the new proposal with the existing context, while section from 70ft to 90ft establishes a more pronounced presence. At the rear, the lack of stepping back at the upper levels allows for more rental units without negatively impacting the strata residential building across the lane, which has a large rearyard setback with townhouse units fronting a green area. Materials are simple, durable, elegant and animating. Window boxes in matte black provide opportunities for plantings.

Bryce Gauthier, the project Landscape Architect, then presented the approach to landscape and outdoor amenity design as follows:

No dramatic changes are proposed to Granville St. because of the lack of substantial setback aside from changes in paving pattern in entrance alcoves to delineate public and semi-public spaces. The back lane is functionally driven as necessary, but planting has been added on different levels at the rear façade to present a softer interface with the neighbouring buildings. Opportunities for enhanced paving within the pedestrian realm are being sought, wherever possible.

There is a common courtyard between the two sides of the building at Level 3 which will get some solar access but is intended to have a darker, forest feel to it. Each residence at Level 3 is supplied with large planters intended to provide for enhanced privacy off of the shared courtyard, which will also be the base for green façade systems. There will be a landscaped entry on every level.

A main objective with the landscape design is to provide a welcoming, communal environment which selectively uses greenery to make for a comfortable, quiet environment. Additional planters are specified at subsequent levels to support the growth of vines up the courtyard facades.

Other outdoor amenities include an outdoor kitchen, viewing deck, play area, urban agriculture, and unconditioned covered spaces to extend the usability of amenities later in the season. A native and localized plant palette is proposed.

Panel's Consensus on Key Aspects Needing Improvement: Having reviewed the project, it was moved by MS. SCHWARTZ and seconded by MS. MARCEAU and was the decision of the Urban Design Panel: THAT the Panel SUPPORTS the project with the following recommendations to be reviewed by City Staff:

1. Consideration to add a washroom at rooftop amenity;
2. Design development of the rear elevation to improve lane activation;
3. Design development to mitigate privacy concerns and enhance livability of bedrooms in residential units.

Panel Commentary

- Panel commend applicant's commitment to energy and sustainable strategies.

- Panel note concerns with the privacy of bedroom windows and units off of the outdoor circulation corridors.
- Panel suggests having a washroom on the upper rooftop deck amenity space for residents of the building.
- Panel suggests further consideration of metal cladding oriented to the public realm to ensure that a high level of durability.
- Mixed commentary on articulation of setback. Some panelists note that the setback at the uppermost levels is not as pronounced as it could be, and that the upper two levels of the Granville St façade could be a bit darker to distinguish the uppermost levels from the 70ft tall street wall.
- Some panelists appreciate that the patterning of the fenestration and materials at the Granville St façade steps back and forth as it goes up the building, and adds visual interest.
- Panel notes that the units feel very compact, and while they appear efficiently-designed, some panelists expressed concerned about livability.
- Panel would like to see more activation and visual interest at the lane, rather than the blank façade proposed, in consideration of the neighbouring residents.
- Panel notes main elevation at grade level needs a bit more to enhance the public realm but expressed support for the retail program proposed.
- Panel encouraged more flexibility of programming in the courtyard and at the amenity roof.

Applicant's Response: The applicant team thanked the panel for their comments.

ENGINEERING SERVICES

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The recommendations for Crime Prevention through Environmental Design are contained in the prior to conditions noted in Appendix A attached to this report.

LANDSCAPE

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

ENVIRONMENTAL PROTECTION BRANCH

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

BUILDING REVIEW BRANCH

The recommendations of Building Review Branch are contained in the prior-to conditions noted in Appendix C attached to this report.

NOTIFICATION

A Development Permit application sign was installed on the property on July 30, 2021. Approximately 521 notification postcards were distributed within the neighbouring area on August 5, 2021. Notification and application information, as well as an online comment form, was provided Shape Your City webpage for the application. More information can be found in Appendix H

Virtual Open House - N/A

Overall comments about the application were mixed. Three residents wrote in during the DP review process with their responses. One person wrote in support one in opposition and one had mixed support/opposition. Please see below in summary.

Approximately 116 people visited the site to find out more information. Please see more details in Appendix F

Summary of comments from the public:

“Beautiful project, innovative construction and design technology methodology. This is the kind of constructions Vancouver needs to show to the world its ready for change in the construction industry. Mid-Rises are so much more appropriate to the scale of livability in Granville than high rises that others mistakenly think are the solution to downtown Vancouver’s issues. “

“Considering it’s location is within the heart of Vancouver, I suggest more floors and FSR to 3.85. Space is scarce in this area of the city and economic and social activity is high. Making optimal use of this space with more density.”

“This building should be lower/smaller. Like boutique type 4-5 stories maximum. And preferably for offices, not residential. That's more in line with it's current stature and width and use. Currently the site is minimal. It gives a bit of relief to those of us who live in this block - because this block is absolute mayhem. the roads, the alley, mayhem. This alley way is already supremely busy with residents from this block, businesses from this block, garbage removals, recycling removals. There are so many hazards (needles, excrement, glass, noise, fumes). Adding density to this section will only increase all those issues. Many times this alley way gets blocked and jammed due to it's high use. Accidents are frequent. Any new addition should decrease those issues. With the pandemic - it should have opened the city's eye to problems with overly densifying of spaces. Without enough developed open spaces. Open spaces are really important in densely populated areas such as this block. there is already too much crowding in this block. The plans should be decreased. focus on quality of life for the multitude of residents already living here - not jamming more people in like sardines. A nice open, gathering space would be great. But I know, that would be too out of the box for you. So at least make whatever you decide small and for business uses. Give the residents a break.”

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

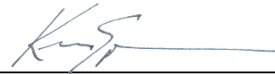
The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law and Downtown District Official development Plan it requires decisions by both the Development Permit Board and the Director of Planning.

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.

The Staff Committee supports this proposal subject to the conditions contained in this report.



J. Greer
Chair, Development Permit Staff Committee



K. Spaans
Development Planner



C. Profili
Project Coordinator

Project Facilitator: John Freeman

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

Urban Design Conditions

A.1.1 design development to the rooftop as follows:

- i. introduce architecturally-integral design measures intended to improve the privacy of courtyard-oriented bedrooms without relying on opaque film or fixed screens, such as fixed planters;
- ii. provision of an architectural lighting strategy, with particular consideration given to pedestrian-level lighting along to Granville St, near residential gates, landings, and outdoor areas;

Note to Applicant: Refer to Standard Condition A.1.13.

A.1.2 design consideration to more closely align the architectural expression of the Granville Street-facing façade with the prevailing tripartite character of the existing context, such as adding a more pronounced band aligned with the Level 4 floor slab;

A.1.3 identification on the architectural drawings of any built features intended to create a bird-friendly design;

Note to Applicant: Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted.

Development Review Branch Conditions

A.1.4 compliance with Section 6.1 (Floor Area and Density) of the DD Official Development Plan By-Law and provision of updated floor area verification plans including:

- i. revise statistics tables to identify net FSR, subtotaled for each floor;

Note to Applicant: Clearly differentiate which breakdown areas are included versus excluded. Required for both main statistics table on sheet A00.02 and FSR overlay sheet.

- ii. FSR overlay floorplans to be labelled with each breakout area and type (in addition to colour);
- iii. circulation to every residential unit to be included FSR area;

Note to Applicant: FSR to include external circulation as minimum 4 ft wide path to each unit. Remaining alcoves or portions of usable area may be considered for exclusion if balcony or common amenity function can be demonstrated and supported.

- iv. level 1 residential lobby area for “feature wall, mailbox, and TDM multimodal transportation map” not be eligible for any Amenity exclusion and to be added to FSR circulation area;
 - v. level 1 Generator room to be added to FSR;

Note to Applicant: This area is not eligible for exclusion from FSR by DD – ODP section 3.6.c. since it is above base surface; nor is it eligible for Passive House equipment exclusion per Zoning Bylaw Section 10.23A.3. as it does not appear to be heat recovery ventilator equipment.
 - vi. confirmation of compliance with Bulletin for Floor Area Exclusions for Improved Building Performance (Thermal Insulation and Rain Screen) by providing Envelope Consultant “Submission requirements” outlined by item #3(a, b & c) including signed sealed letter, schedule and summary of wall type diagrams, dimensions and exclusions;
- A.1.5 confirmation of compliance with Section 11.10.2 (Dwelling Units) of the Zoning and Development By-law and confirmation of minimum dwelling unit sizes;
- Note to Applicant:** Provide specific measurement for livable unit area. The Director of Planning support for relaxation to minimum 29.7 sm / 320 sf unit sizes is contingent on a secured market rental Housing Agreement and conditions. Any secured rental units to be clearly identified on drawings. See Standard Condition A.1.14.
- A.1.6 provision of a vertical vent space to accommodate any future proposed restaurant exhaust from the retail ground floor levels, and any other kitchen areas of the building;
- Note to Applicant:** The intent is to allow for a wider range of uses without requiring the retrofitting of exhaust ducting on the outside of the building.
- A.1.7 provision of the following notations on the plans:
- i. “Mechanical equipment (ventilators, generators, compactors, and exhaust systems) will be designed and located to minimize noise impacts on the neighbourhood and comply with Noise By-law No. 6555”;
 - ii. “The acoustical measures will be incorporated into the final design and construction, based on the consultant’s recommendations”; and
 - iii. “Adequate and effective acoustical separation will be provided between the residential and non-residential portions of the building”;

Landscape Conditions

- A.1.8 design development to improve privacy of units with bedrooms oriented towards courtyard;
- Note to Applicant:** This can be achieved by providing screening and buffering through design with additional planting materials consisting of woody tall evergreen shrubs for year-round presence. Refer to Standard Condition A.1.1.
- A.1.9 provision of a section through Level 1 green roof planter, to confirm adequate depth of soil is provided for proposed trees;

Note to Applicant: Medium size trees should receive a minimum of 2.5' to 3' depth of soil (not including drainage layer), depending on ultimate tree size, for sustainable growth and health.

A.1.10 provision of reference to Level 3 green roof planting;

Note to Applicant: planting plans should indicate the species and quantity of all proposed plants.

A.1.11 provision of an outdoor lighting plan, in particular lighting information for the outdoor amenity areas to ensure accessibility and safety, as well as visual interest;

A.1.12 provision (or further development) of landscape features intended to create bird friendly design;

Note to Applicant: Bird friendly plants should be included on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of landscape features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at: <https://guidelines.vancouver.ca/B021.pdf>

Crime Prevention Through Environmental Design (CPTED)

A.1.13 provisions for Crime Prevention Through Environmental Design (CPTED) including:

- i. having particular regard for public safety challenges in alcoves and intentional damage; and,
- ii. **Note to Applicant:** particular regard must be given to the real and perceived security of the east-west lane at all hours.
- iii. outdoor public realm, path, and common area lighting;

Housing Policy

A.1.14 arrangements to be made to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement and Section 219 Covenant securing 61 residential units, as secured market rental housing, excluding Seniors Supportive or Assisted Housing, for the longer of 60 years or the life of the building, subject to the following additional conditions:

- i. A no separate-sales covenant;
- ii. A no stratification covenant;
- iii. That none of such units will be rented for less than one month at a time; and
- iv. Such other terms and conditions as the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services may in their sole discretion require.

Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City By-law enacted pursuant to section 565.2 of the Vancouver Charter.

Maintain the proposed mix of residential units including 46 one-bedroom units (75%) and 15 two-bedroom units (25%).

Project should maintain a mix of at least 25% family units (2-bedroom or larger).

Confirmation of accessible washroom in the proposed indoor amenity room, in accordance with the *High-Density Housing for Families with Children Guidelines*.

A.2 Standard Engineering Conditions

A.2.15 provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement, including provision of the following:

- i. automatic door openers for all doors providing access to Class A bicycle storage;
- ii. provision of minimum 0.6 m (2 ft.) width for the Class B bicycle spaces;

Note to applicant: Plans show 0.3 m (1 ft.) wide spaces.

- iii. provision of minimum 1.2 m (4 ft.) wide aisle for access and to Class B bicycle spaces;

Note to applicant: The access aisle provided for Class B bicycle storage on Plan A01.01 currently appears to less than a 0.6m (2 ft.). Reference Section 6.4.6 of the Parking Bylaw.

- iv. provision of Class A bicycle spaces to be located within a secure bicycle storage room or as bicycle lockers; and

Note to applicant: Class A bicycle spaces located within the shared bicycle maintenance room, including commercial clothing lockers, shall be provided as bicycle lockers or within a separate storage room.

- v. remove all column encroachments into Class A bicycle spaces.

A.2.16 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. relocate the residential accessible space currently proposed at the lane to within the parkade;

Note to applicant: Access to the building from the laneway appears challenging. Consider converting one or more of the residential vehicle spaces provided above bylaw into an accessible space to achieve this.

- ii. provision of minimum 4.0 m (13.1 ft.) width for the Class A passenger space; and

Note to applicant: Reference Section 7.3.2 of the Parking Bylaw for additional information.

- iii. minimum 2.9 m (9.5 ft.) stall width for the shared vehicle parking space.

A.2.17 provision of the following information as part of the drawing submission to facilitate a complete Transportation review and may result in additional conditions.

- i. 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.

- ii. label residential and commercial Class A bicycle spaces; and
- iii. indication of the stair-free access route from the Class A bicycle spaces to reach the outside;

Note to applicant: Note use of the shared lobby from Granville St or walkway and ramp at the lane if required.

A.2.18 provision of correctly labeled City issued building grades, including:

- i. City issued building grades indicated along the Granville Street property line and the Lane West of Seymour Street property line.

Note to Applicant: Reference the City issued building grade plan BG-2019-00213

A.2.19 provision of correctly labeled interpolated building grades, including:

- i. Design elevations adjacent to the center of pedestrian entrances along the Granville Street property line and the Lane West of Seymour Street property line;
- ii. Design elevations adjacent to the edges of openings at the south west section of the site along the Granville Street property line; and
- iii. Design elevations adjacent to the edges of the loading class B, parking entry ramp, and residential accessible parking stall along the Lane West of Seymour Street property line.

Note to Applicant: If needed, reference the building grade letter that accompanied the City issued building grade plan for more information.

A.2.20 provision of separate waste storage rooms for the mixed-use development.

Note to Applicant: Refer to the Engineering garbage and recycling storage facility design supplement for recommended dimensions and quantities of bins. Clearly label the separate waste storage rooms on all plans.

A.2.21 arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the consolidation of Lots 8 to 10, Block 103, District Lot 541, Plan 210 to create a single parcel;

A.2.22 arrangements are to be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for release of Charge 64241M (see 64240M), a support agreement, prior to building occupancy;

Note to Applicant: Arrangements are to be secured prior to issuance of the development permit, with release to occur prior to issuance of an occupancy permit for the site. Provision of a letter of commitment will satisfactorily address this condition at the DP stage.

Prior to building occupancy the applicant is to supply a written request to the City, a fresh title search and a copy of the documents along with executable discharge documents to affect the release.

- A.2.23 provision and maintenance of parking, loading, bicycle, and passenger loading spaces in accordance with the requirements of the Vancouver Parking By-Law;
- A.2.24 provision of a finalized Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services;

Notes to Applicant: A TDM Plan with a minimum of 24 points is required for the residential use for this downtown site. The proposed plan appears to achieve 23 points. Refer to Schedule B of the TDM policy for detailed requirements for each measure. An updated TDM plan with the following additional information and clarifications is required to accept the TDM measures proposed:

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

- a. identification of the number and location of the additional Class A bicycle parking on plans.

Note to Applicant: A total of 8 points appear achievable for this measure.

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

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

Note to applicant: A total of 6 points appear achievable for this measure. Points for access through the lobby or elevator are not awarded – a separated access is a base requirement for Class A bicycle spaces located at grade. Consider providing a bicycle wash station under OTH-01: Innovative Strategies to achieve 1 TDM point.

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

- a. provision of concept design for enhanced Class B bicycle parking;
- b. location of directional signage for these spaces not readily visible to visitors of the site; and
- c. identification of the number, location and characteristics of the enhanced Class B bicycle parking on plans.

Note to applicant: A total of 2 points appear achievable for this measure. Update plans to clearly show directional signage at a convenient location proximal to the residential/office lobby entrance and the interior of the building. Reference Section 6.4.5 of the Parking Bylaw.

d. ACT-05 – Bicycle Maintenance Facilities:

Note to applicant: A total of 2 point achieved for this measure.

e. COM-01 – Car Share Spaces:

Note to applicant: A total of 3 points are achieved for this measure.

f. SUP-03 – Multimodal Wayfinding Signage:

- a. 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.

Note to applicant: A total of 2 points appear achievable for this measure.

- 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:
 - a. secures provision of funding towards long-term TDM monitoring funding the amount of \$2 per square metre of gross floor area;
 - b. 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: Car Share Spaces
 - f. SUP-03: Multimodal Wayfinding Signage
 - c. permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed; and
 - d. agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
 - Provision of compliance with the Transportation Demand Management (TDM) Plan, as per the finalized TDM agreements.
- A.2.25 arrangement to be made for a Shared Use Loading Agreement, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for the 1 Class B loading space between the commercial and residential uses and label the space as 'Residential and Commercial Loading';
- A.2.26 provision of all third party utility services (e.g., BC Hydro, Telus and Shaw) to be underground. BC Hydro service to the site shall be primary;
- A.2.27 provision of written confirmation that all required electrical plants will be provided within private property;

Notes to Applicant: BC Hydro System Vista, Vista switchgear, pad mounted transformers, low profile transformers and kiosks as well as telecommunications kiosks are to be located on private property with no reliance on public property for placement of these features. Submission of a 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:
The Key Plan shall meet the specifications in the City of Vancouver Engineering Design Manual Section 2.4.4 Key Plan <https://vancouver.ca/files/cov/engineering-design-manual.PDF>; and

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.

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.

For questions on this requirement, please contact Utilities Management Branch at 604-829-9447 or at umb@vancouver.ca.

A.2.28 submission of a written clarification of garbage pick-up operations;

Note to Applicant: Submission of a written confirmation that a waste hauler can access and pick up from the location shown without reliance of the lane for extended bin storage. If this cannot be confirmed then an on-site garbage bin staging area is to be provided adjacent the lane

A.2.29 submission of written acknowledgment that detailed confirmations will be submitted at building permit stage for 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. Please contact Engineering Services for details.

A.2.30 submission of a Street Use Permit;

Note to Applicant: 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 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. No tower crane permitted on street.

A.2.31 Construction dewatering is a Water Use Purpose under the Water Sustainability Act requiring a provincial Approval or Licence;

Note to Applicant: Applications for provincial Use Approvals or Licences 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.

A.2.32 Provision of a separate application to the General Manager of Engineering Services for any canopy/awning encroaching over public property; once Building Review branch confirms that this feature meets the definition of a canopy;

Note to Applicant: Canopies are to be fully demountable and drained to the buildings internal drainage systems and should consider the final sidewalk location and widths such that the drip line is achieving maximum and continuous weather protection for the sidewalk users.

Confirm with Building Review branch if the architectural feature (glazed canopy with glulam beams) which encroaches onto Granville Street above Level 3 meets the definition of a canopy and complies with all applicable requirements of the Vancouver Building By-law (Section 1.1.8). However, if not acceptable under a canopy application then this feature is to be deleted.

A.3 Conditions of the Development Permit

Standard Licenses & Inspections (Environmental Protection Branch) Conditions:

- A.3.1 Submit a Site Disclosure Statement to Environmental Services;
- A.3.2 As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter and Section 85.1(2)(g) of the Land Title Act, if applicable;
- A.3.3 If required by the Manager of Environmental Services and the Director of Legal Services, in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated therefrom on terms and conditions satisfactory to the Manager of Environmental Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until a Certificate of Compliance for each of the on-site contamination and the dedicated lands, if any, have been issued by the Ministry of Environment and provided to the City, make arrangements to enter into a remediation agreement to the satisfaction of the Manager of Environmental Protection and Director of Legal Services, for the remediation of the site and any contaminants which have migrated there on terms and conditions, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this development, until a Certificate of Compliance or an "Instrument of Approval" satisfactory to the City for the on-site contamination, issued by the Ministry of Environment, has been provided to the City;
- A.3.4 A qualified environmental consultant must be available to identify, characterize and appropriately manage any environmental media of suspect quality which may be encountered during any subsurface work.
- A.3.5 All work on the site must be conducted in compliance with British Columbia's Environmental Management Act and Contaminated Sites Regulation.
- A.3.6 Requires a Certificate of Compliance or Final Negative Determination from the Ministry of Environment prior to issuance of the occupancy permit.
- A.3.7 Waste Discharge Permit or Contaminated Sites Groundwater Quality Declaration required for dewatering on the site.

Sustainability

- A.3.8 All new buildings in the development will meet the requirements of the *Passive House Relaxations - Guidelines for Larger Projects* (amended by Council on September 10, 2019) including the requirements for certification under the Passive House standard, or an alternate near 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 of the guideline.

B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Building Review Branch, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated June 28, 2021. 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 addressed on or before **April 1, 2022**, this Development Application shall 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.2 Conditions of Development Permit:

- B.2.1 All new buildings in the development will meet the requirements of the Green Buildings Policy for Rezoning (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or an alternate standard approved by the Director of Sustainability). The requirements are summarized at <http://guidelines.vancouver.ca/G015.pdf>.

*(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, 5.5 of *Guidelines for the Administration of Variances in Larger Zero Emission Buildings*.)*

- 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 Bylaw 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 12th 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 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 substantial 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.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.**

Building Review Branch

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal.