2.0 Design Rationale

2.1 Daylight, Shadowing, and View Considerations

The orientation of the various components of the proposed massing is driven by the orientation of the Downtown street grid, and constraints on the massing given in relevant City of Vancouver Planning policy. The Downtown street grid is oriented approximately 45 degrees east of true north. Project north therefore corresponds approximately with true northeast, and midday sun throughout the year will come from the Project's southeast.

Existing tower developments of equal or taller heights create an almost continuous view barrier from the east (Project Northeast) to the south (Project southeast). This means access to sunlight at lower levels in the building, and particularly during winter months when the sun is low in the sky, will be compromised. The proposed development at 601 Beach Crescent, approximately southeast (Project south) of the site will contribute to this issue and provide further shading.

Future developments as part of the Granville Loops rezoning are expected to have a fairly minor impact on daylight for most of the Project. The towers at Sub-area A and B will be located to the northwest (Project west) and will contribute to shading only late in the afternoon in summer months. The tower at Sub-area D will be located to the east (Project northeast) and similarly contribute to shading only early in the morning when other tall towers beyond will already be casting shadows. However, these developments, once complete, will have a significant impact on views and overlook conditions from residential units.

As the sun moves into the western sky, openings in the skyline around the Granville Bridge will allow for better sun exposure during the afternoon for south and west-facing residential units, and for most of the residential amenities at Level 12. Eventually the large mass of Vancouver House, approximately due west of the site, will again block the setting sun during longer days of the year.

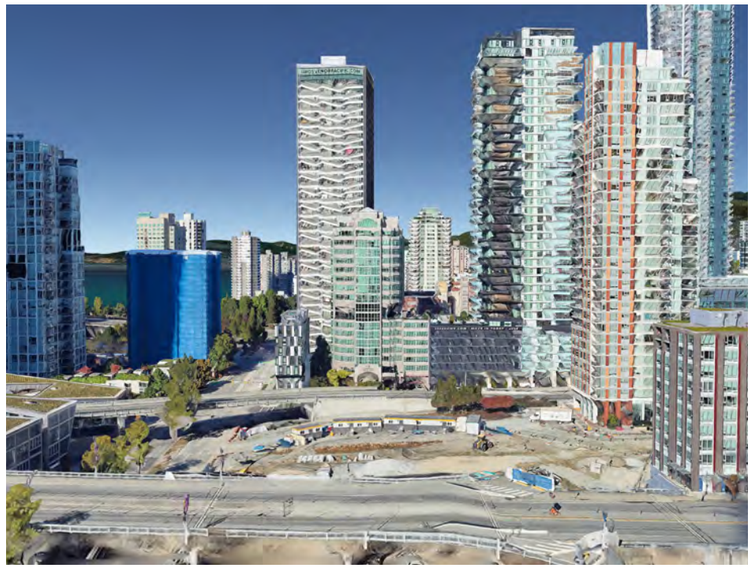
Residential and commercial units closer to grade will be particularly impacted by these challenges for solar exposure, though Vancouver's tower-to-tower separation rules will allow for good access to daylight, if not always direct sunlight. Massing of the building's residential portions and placement of units has been planned to allow maximum access to daylight and sunlight for residential units. Generally those units higher up the tower will enjoy better sunlight and daylight.

Access to daylight and sunlight is particularly challenging for the outdoor amenity areas at Level 5. This space will be affected by restricted views and significant shadowing to the southeast (Project east) due to the density of nearby existing residential developments. Moreover, the proposed massing of the Project's own tower, above them, will contribute to further shading. Conditions of the Granville Loops rezoning, and the shape of Sub-area D, force the tower's location into the southeast corner of the Project site. The tower will therefore contribute to shading of this amenity area partially from approximately mid-morning, and completely by mid-afternoon.

Extensive studies early in the design process attempted to address this problem by shifting the tower's mass to the north to provide better views and solar exposure to the south, but these were found to be infeasible, imposing impractical hardship on other parts of the Project, notably tower-to-tower separation with Sub-area D.

Site View Towards East (Google Earth)

Site View Towards North (Google Earth)



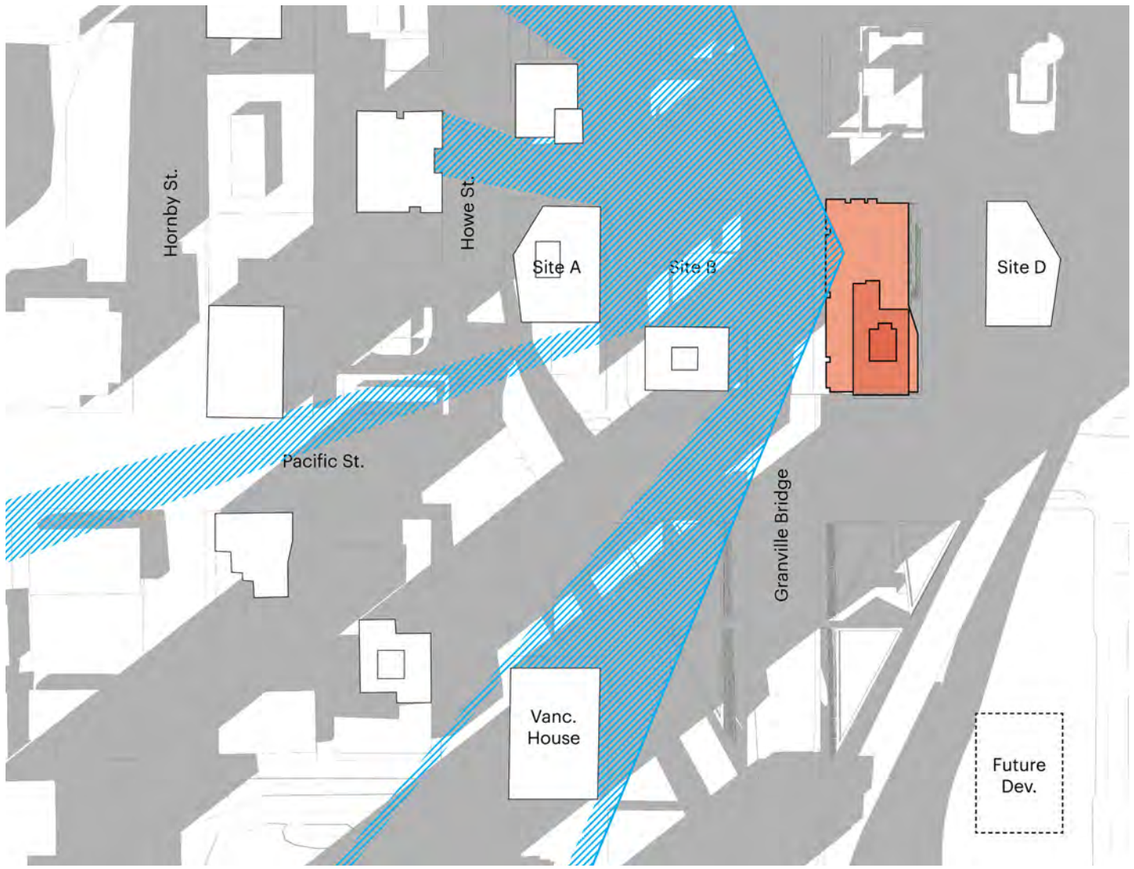
Site View Towards West (Google Earth)

Site View Towards South (Google Earth)

The impact of the tower massing on surrounding spaces and the surrounding neighbourhood is alleviated through shifts in massing, opening up more of the critically shaded spaces to the sky above, and through thoughtful materiality. The tower is proposed to be clad in light-coloured cladding with textured metal panels that catch the sun and creates expressive patterns of light and shadow through the day. The intent will be to provide a bright, airy architectural experience for residents of the building in their homes and in private spaces, and for the wider public in the street and in surrounding buildings.

Detailed shadow studies are included in the architectural drawings in Appendix A.

Diagrams illustrating obstructions to views from the site.



Views Towards West, from the Level 12 Rooftop Amenity spaces

View Towards East, from the Level 5 rooftop amenity spaces

2.2 Building Form

The overall building form consists of three distinctive and legible components:

- The Lower Podium containing building entrances, commercial units and street oriented residential units,
- The Upper Podium, containing many of the family-focused housing units and the shared residential amenity rooftops, and
- The Tower, containing most of the studio and 1-bedroom units, additional family housing units, and shared mechanical spaces.

The three components intersect and reveal one another to create a series of dramatic, simply composed, and proportional compositions as one views the building from various vantage points around the city.

Lower Podium

The Lower Podium is designed to appear as a monolithic grounding element, sunken firmly into the grading of the site as it slopes up from Pacific Street to Granville Street. With a consistent top datum on all sides, it provides a human-scaled building frontage at each of the surrounding streets. At each of its faces it extends to the allowable setbacks, with the exception of the south, where it sets back farther than required in order to provide a richer pedestrian realm along Pacific Street. This additional setback also serves to emphasize the presence of the upper podium and tower massing above.

The monolithic character of the Lower Podium is punctuated by a language of punched windows and openings. A series of clearly visible horizontal bands are proposed in the cladding, reinforcing the horizontality of this part of the building in contrast with the verticality of the tower.

Progressing north along Rolston Street the setback of the massing sweeps backward away from the street above Level 2. This move accommodates the deeper landscaping at the frontage of the street-oriented residential units.

Upper Podium

The 7 storeys of the Upper Podium contain the majority of the project's family-sized residential units. This zone of the building, envisioned as being filled with families, children and a strong sense of community, is sandwiched between large outdoor amenity spaces at Level 5 and Level 12. The Level 12 amenity space capitalizes on the unified height of the proposed massing, providing a large continuous outdoor area and better exposure to sunlight compared to the Form of Development proposal of the original CD-1 Rezoning.

The upper podium expresses itself as a monolithic volume, clad in a rich and subtly coloured skin and punctuated by tall punched windows. Stacks of semi-circular balconies are clustered along the west elevation of the upper podium, facing Granville Street. The form and materiality of these balconies provides a sense of enclosure and privacy where residences interface with this busy public realm. They also provide warmth and visual interest to this monolithic elevation.

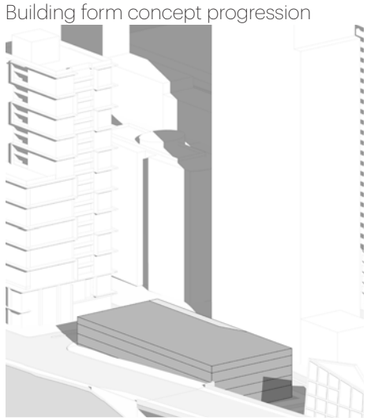
The semi-circular motif is repeated in the exterior stair on the east elevation of the upper podium. Here, the monolithic character of the upper podium is softened by continuous outdoor corridors and the exterior stair, which form a network of 'streets' connecting many of the project's larger family units and creating strong opportunities for community-building in a high-density condition. These exterior corridors and stair, enlivened by warm-coloured picket railings, also serve as a backdrop to the activity of a children's playground at Level 5.

Tower

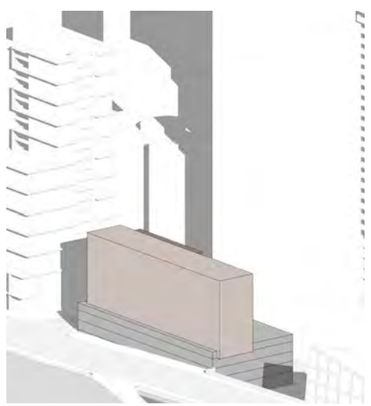
The Tower is the most prominent feature of the building's massing. It is positioned in the building's composition to reveal itself when viewed from a distance (for example during the northbound approach to Downtown over the Granville Bridge) and to recede into the background when viewed from the surrounding streets. Required setbacks and view cone considerations, which were in effect during design, result in a floor plate that has a strong north-south orientation.

View from the west (project southwest)

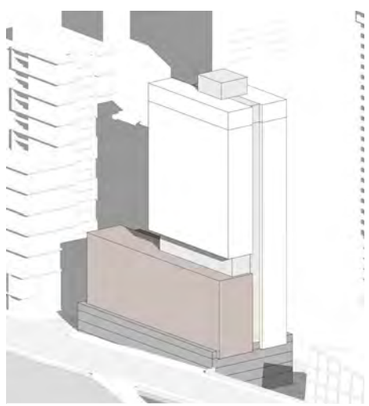
Building form concept progression



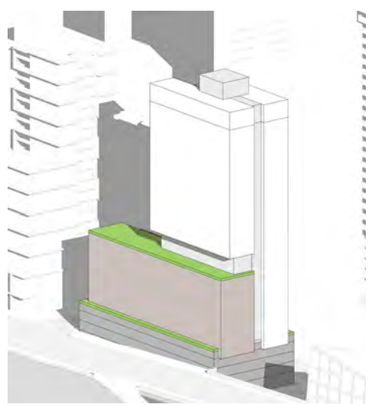
Lower Podium



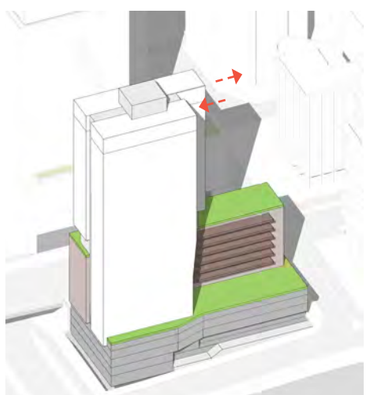
Upper Podium



Tower Masses



Planted Roofs



Overall (Southeast)

Overall

The architectural expression of the tower has been developed to emphasize this directionality further, with the tower becoming two slender masses that slide past each other on their north end, and align neatly at the south.

This staggering of the masses in plan at the north end of the tower allows the 3-bedroom units in the tower to have windows on three sides, improving access to sunlight for these predominantly north-facing units. It also reduces the amount of tower that projects over the rooftop amenity areas and children's playground at Level 5, and the family housing units from Levels 5 through 11. The result is dramatic, slender proportions when viewed from the north or south, which transitions to a more solid, monolithic expression when viewed from the east and west.

Even though Protected View 12.2 has been removed from the City's protected view policy, the project continues to respect the symmetrical massing of the Granville Loops rezoning. That massing concept was influenced by the presence of View 12.2, in effect when the rezoning was undertaken in 2022.

Tower floor plate shape

View along Granville Street, looking south, with the lower and upper podiums in the foreground.

2.3 Building Materiality

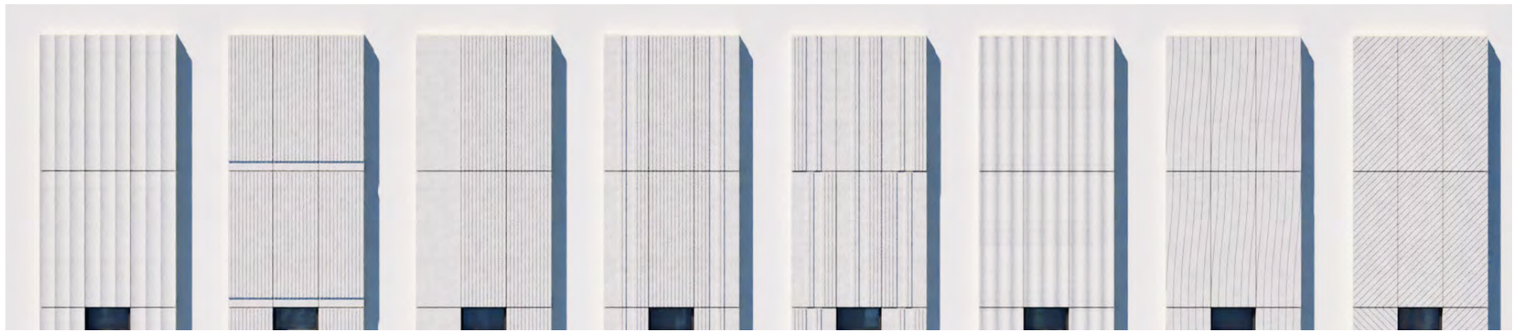
Because the project stakeholder team intends to operate and maintain the proposed building on a long-term basis, durability and timelessness of the material palette are key considerations. The exterior material palette is in development, but the project team is seeking to create a composition of materials that:

- Contribute to the existing rich architectural character of the neighbourhood,
- Live up to the prominence of the site as a gateway to Downtown Vancouver, and
- Give a sense of permanence, warmth and welcome suitable for an inclusive residential community.

Unit masonry in a medium grey tone is proposed for the lower podium. This form of construction lends itself well to the proposed curvature of the east elevation, as well as the pedestrian scale at each of the four streets surrounding the site. The cool grey tone of the brick is accented with metal or cementitious accent panels with warmer colours at punched window and balcony openings. Balcony railings around the lower podium are proposed to be constructed from painted metal pickets to give a richer texture to these elevations. Along Granville and Pacific Streets, larger expanses of curtain wall glazing are punctuated by vertical bands of warm-toned metal panel and brick, creating a rhythm and order to the various units and entrances that line the street.

Acknowledging its position as the main building mass that will be experienced as one drives by the city on entering the city, the upper podium is proposed to be clad in a visually rich materiality. The quality of cladding on this part of the building is also important considering that residents will be able to approach and touch the cladding both at the exterior corridors from Levels 5 through 11, and at the projecting balconies facing Granville Street. The design team is exploring the use of terracotta panels, shaped to catch and express the sun's light as it moves through the day. Warm, natural tones are being explored in order to create a striking contrast with the cooler tones of the lower podium below and tower above. As the project's west elevation is oriented in a northwest orientation, a textured elevation strategy will be complemented by late afternoon sun, creating a rich composition of light and shadow. Here, too, the balcony railings are proposed to be picketed metal painted in warm tones, tying the materiality of the lower and upper podiums together.

As the tower portions of the project feature large expanses of solid wall, a similar strategy of textured panels is being explored to allow for a rich and varied experience when viewed at different times of the day. Here, a more subtle colour palette is proposed, with light-coloured metal cladding panels and mullions and glass guards helping the mass of the tower to visually recede and contribute to a brighter, airier neighbourhood.



Cladding texture studies for the upper podium and tower portions of the building. Final material selection is in progress.

Elevation of the lower and upper podium, along Granville Street.

2.4 Street Level and Public Realm

The vibrant, pedestrian-oriented nature of Granville Street gradually fades as one moves south to the Granville Bridge. While building heights and streetscaping remain fairly consistent, the nature of businesses and the density of pedestrian life changes. Granville Bridge itself has long been intimidating and uncomfortable for pedestrian traffic and inaccessible for cyclists or people using wheeled mobility devices. The current upgrades to the bridge will change this and make it a much more attractive and viable way to cross False Creek.

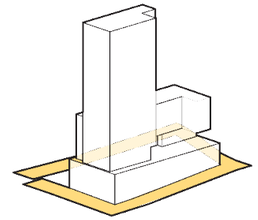
In recent years, the area below the Granville Bridge has been re-conceived as a pedestrian-oriented neighbourhood with shops, restaurants and amenities on and around Pacific Street. This area, formerly underdeveloped owing to its location below the Granville Bridge has been enlivened by the new University Canada West campus, thoughtful streetscape planning, and many new housing units nearby.

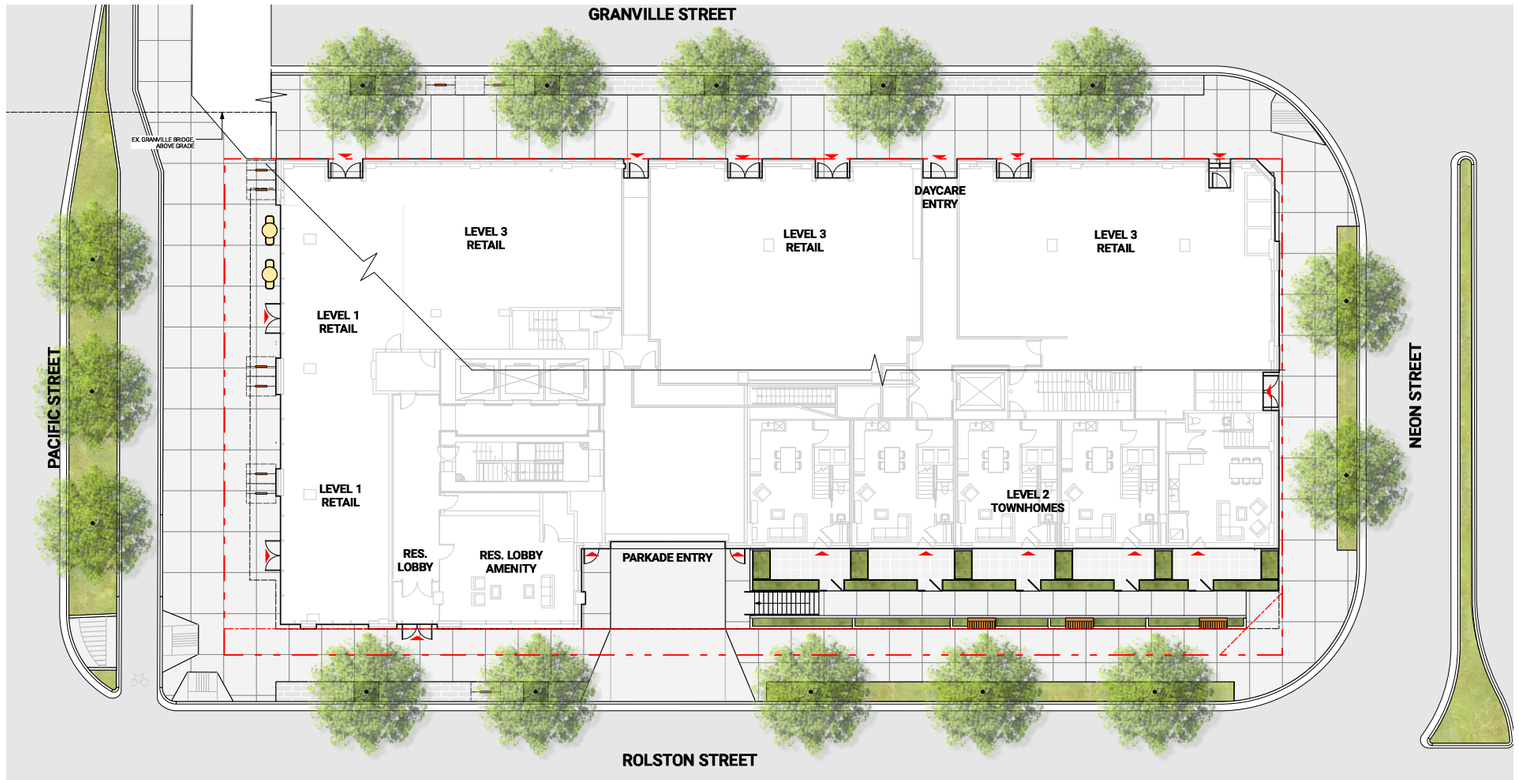
The Granville Loops redevelopment will link these neighbourhoods above and below the bridge, via the new Neon, Continental and Rolston Streets, and enhance the pedestrian character of both Pacific and Granville Streets. On all four of the bounding streets around this Project, the massing of the lower podium establishes a continuous horizontal datum, and a pedestrian scale to the buildings, transitioning from a double-height commercial storey along Granville Street, to four storeys in height on Pacific street.

Granville Street

The project will contribute three new commercial units to its Granville Street frontage, extending the commercial and pedestrian realm of Granville one block further south than its current termination. Pedestrian and cyclist-friendly upgrades to the Granville Bridge will see this stretch of Granville become more heavily traveled by pedestrians. The project's Granville Street frontage will benefit from a significant widening in sidewalk width compared to the Granville Bridge to the south and to the block north of Neon Street. This sidewalk, which measures approximately 5.5 m from the property line and the face of the building to the curb has ample room for elements that enrich the streetscape such as street benches, bike racks, trees and a buffer zone at commercial unit entrances that could accommodate café seating and other activities. As no building setback is required or proposed along Granville Street these features of the public realm are proposed on City property.

Commercial Units along Granville Street are proposed to feature large expanses of curtain wall glazing to create a sense of welcome, porosity and activity in the pedestrian realm. Deep weather-protecting canopies encourage pedestrians to take their time and allow for activation of the street in wet weather. These canopies, too, are proposed to encroach over the City sidewalk.





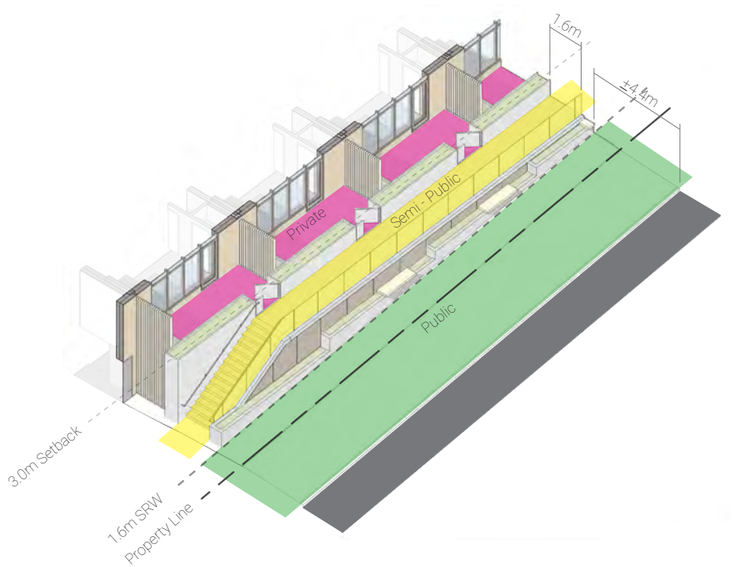
Street-Level Plan by Connect Landscape Architecture

Neon and Rolston Streets

Neon and Rolston Streets slope down from Granville Street to connect with the grade of Pacific Street below. The streets accommodate two lanes of southbound traffic, effectively replacing the function of the former traffic loop.

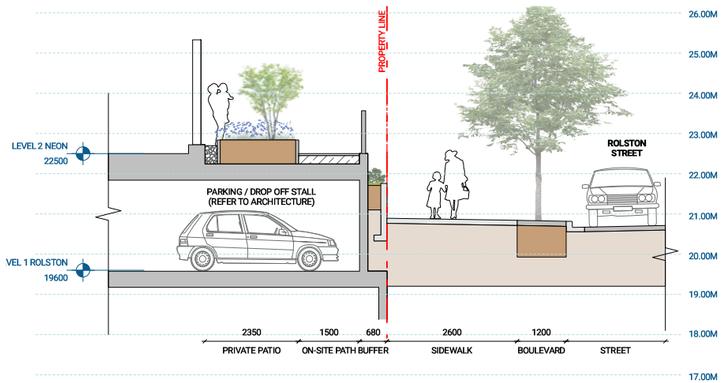
The relatively short stretch of Neon Street is primarily a connector to Rolston. The commercial frontage along Granville Street will wrap the corner of Neon, creating an attractive opportunity for a cafe or similar business. Additionally, a secondary building entrance for accessing the Level 2 residential bicycle parking rooms (which remain below grade due to the grading of the site), and emergency exits from the parkade and residential portions of the building, will open onto Neon Street.

Starting from the corner of Neon and Rolston and continuing south, one passes by the five street-oriented townhomes that establish the residential character of Rolston Street. Here, the sidewalk grade splits to establish two parallel paths: a public sidewalk adjacent to Rolston Street, and an elevated semi-private walkway that provides access to the ground floors of the townhomes. This secondary walkway is entirely within the site boundary. It allows space for the building's car-share parking below, easily accessible to the public, just inside the parkade. It also provides a barrier-free path of travel to the townhomes – a relatively rare feature in Vancouver.



Diagrammatic view of the townhouse frontage and Rolston Street sidewalk.

Street-level rendering of the proposed Rolston Street landscaping including stepped planters and integrated public benches.



Section through the townhouse frontages and Rolston Street landscaping, showing the car-share parking zone below.

The grade change between the main sidewalk along Rolston Street and the semi-private zone is concealed behind rich, stepped landscaping with integrated seating. This area provides a buffer and privacy for the ground floors of the townhomes, but also becomes an extension of the building's shared amenities – a place for neighbours to meet and interact. Further, as many more pedestrians are expected to use Neon and Rolston on their way between False Creek, Pacific Street and Granville Street, the seating and landscaping along Rolston Street is expected to provide a place to stop and rest for pedestrians negotiating the relatively steep grade change.

Continuing south on Rolston Street, pedestrians will cross the building's vehicular drive aisle. Here the residential entrance lobby and residential units above encroach into the building's setback leaving approximately 4.6 m of sidewalk between the face of the building at grade and the curb. This massing creates a setback between the lower podium and the tower of the building above, maintaining the residential scale of the building along Rolston. Like commercial units elsewhere in the project, the architectural expression of the lobby, a tall, double-storey space, is transparent and welcoming, proposed to be built from continuous curtain wall glazing.

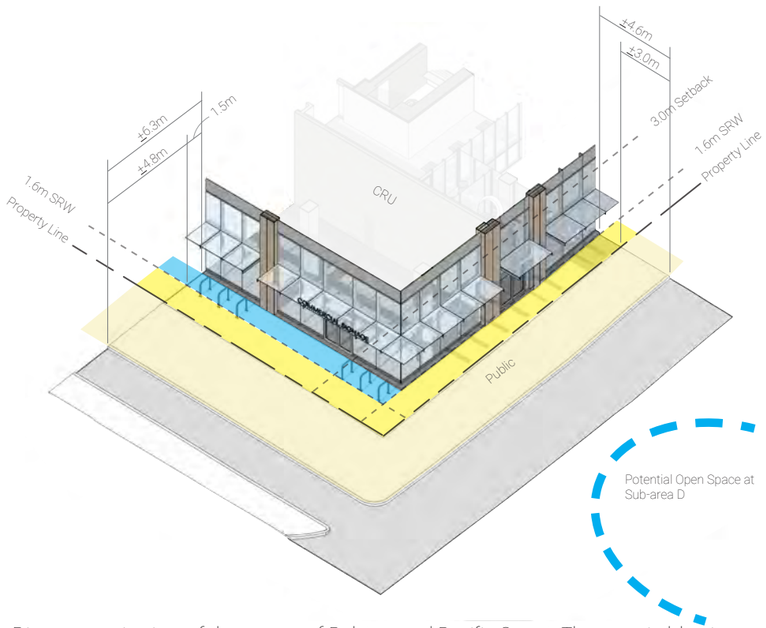
Rolston and Neon Streets will also accommodate new bicycle lanes connecting the existing routes along Pacific Street and False Creek beyond to new routes on Granville Street. These bicycle lanes will be on the opposite side of both Neon and Rolston streets from this project, but this bicycle traffic is likely to further define these streets as active, safe and lively - spaces for interaction and community-building.

Pacific Street

Pacific Street bounds the project at its south end. In recent years this wide and busy road has changed significantly with the development of Vancouver House and the University of Canada West buildings, which have added new at-grade commercial spaces and much new housing above. The Granville Loops rezoning aims to enhance the pedestrian and commercial character of the street, with continuous commercial spaces at the south end of each of the sites.

This project proposes a large commercial unit stretching the full width of its Pacific Street frontage from the Granville Bridge to Rolston Street, and wrapping the corner onto Rolston. The face of this commercial unit is set back further from the property line than the zoning requires. This move provides opportunities for café seating or other sidewalk activities as provided on Granville Street above. The commercial unit address the south end of Site D, across Rolston Street, where a proposal has been made for a small plaza. As with the commercial units on Granville Street, the Pacific Street commercial unit will feature wide expanses of glass to create a sense of porosity and welcome, and sidewalk-oriented activity such as café seating will be protected from the weather by deep canopies.

A new bicycle lane on Pacific Street will be separated from the vehicular traffic by a wide planted buffer, creating space between the pedestrian zone and the busy street.



Diagrammatic view of the corner of Rolston and Pacific Street. The zone in blue is an additional setback proposed to provide a richer commercial zone.

Street-level view of the corner of Rolston & Pacific Street.

2.5 Parking, Loading & Vehicular Access

Parking, Loading & Vehicular Access

The parking, loading and vehicular access strategy for the project is driven by the constrained dimensions and topography of the site. City of Vancouver policies for the Granville Loops redevelopment requires that all parking and loading, including waste staging and pick-up, must take place within the building. None of the streets bounding the site have allocations for on-street parking, temporary loading zones or waste pick-up zones. The site does not have access to a service lane.

Parking and loading statistics, as well as detailed parkade level and bicycle parking plans, can be found in the large-format architectural drawings in Appendix A.

Vehicular Access

Vehicles accessing the building will enter from Rolston Street, approximately halfway between Pacific and Neon Street. The drive aisle will cross the Rolston Street sidewalk and enter the building through an overhead door which can be closed for security purposes. This gate is recessed from the street to provide additional maneuvering space for larger vehicles, but it is not feasible to recess it by the full length of a large vehicle.

The vehicular entrance is flanked by the pedestrian entrances to the residential lobby to the south, and to the five townhomes to the north. These have been designed to be set back as far as possible, to give sightlines and space for both vehicles and pedestrians where their paths need to cross. The lounge area in the residential lobby has also been designed with a transparent glazed corner to allow for sightlines between pedestrians and vehicles as pedestrians approach the drive aisle from the south.

A parkade ramp connects Level 1 to P1 and beyond. The slope of the ramp has been designed to be 10% or less between Level 1 and P1 as it may be sometimes used by cyclists, though all bike parking in the project also has elevator access from Granville Street. The ramp from P1 to P2 is steeper with a slope increasing to 12.5%, with required transitions, as it will only be used by motorized vehicles.

Vehicular Parking

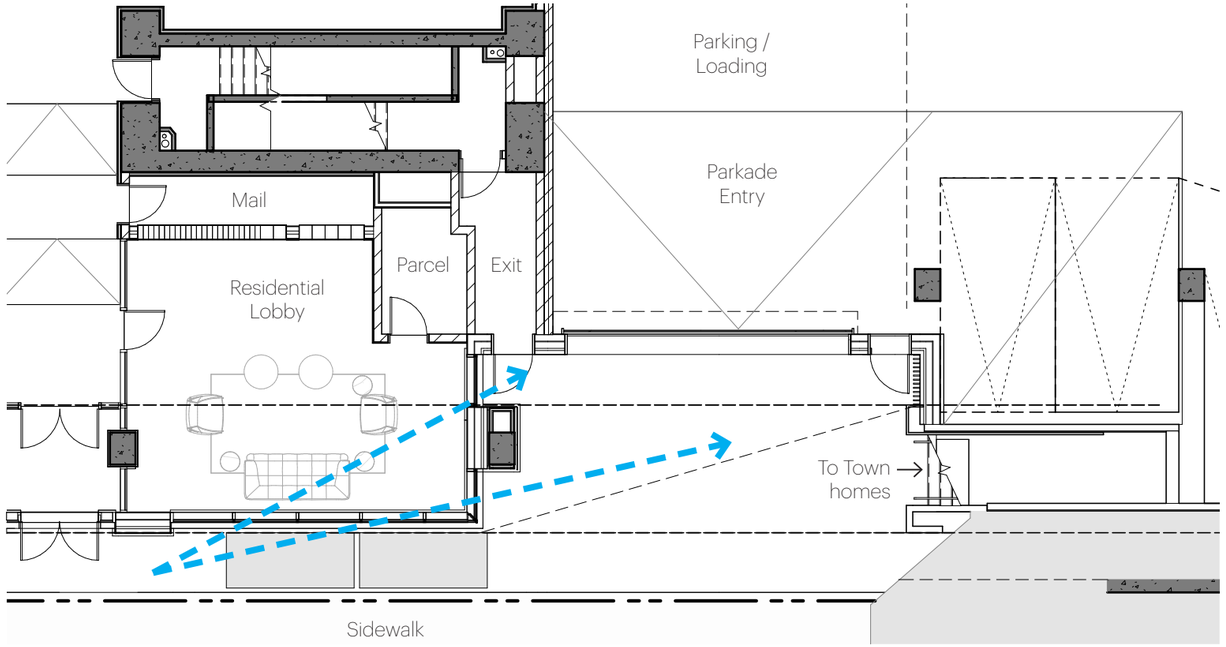
The various types of car parking for the building is distributed across Level 1, P1, P2 and P3 in a manner that balances ease of access and security for various building users.

Level 1 contains loading and passenger loading spaces, along with the site's car-share parking spaces required by the Project's Transportation Demand Management Plan.

Parking at P1 is limited due to the high number of bicycle parking spaces and building service rooms required at this level. It is designated for commercial staff use.

Visitor parking for the residential portions of the building is located at P2. Ten (10) regular-sized visitor parking spaces and one (1) accessible visitor space are provided meeting the bylaw requirement of eleven (11) total.

Residential car parking is located beyond security gates at P2 and continues to P3. The geometry of the site only allows one double-loaded parking access aisle and one single-loaded aisle, resulting in a relatively inefficient parkade. Per the *Parking By-Law*, the project is not required to provide residential car parking beyond visitor and accessible spaces. Eight (8) accessible parking spaces are provided for residents, meeting the bylaw requirement. The proposal includes a limited number of parking spaces for residents, anticipating that many families in the building will still desire parking. The extent of the proposed parking provided has been determined in line with the experience of the future building operator. The overall residential parking count is determined by the maximum number of spaces that can be accommodated on P2 and P3 without excavating beyond.



Pedestrian views to the vehicular access aisle through the glazed corner of the residential lobby

Loading, Passenger Loading & Waste Pick-up

Inside the parkade entrance, vehicles proceed past the car-share parking zone to the loading area. One Class A and two Class B loading spaces are located here for use by residents and commercial uses. Two passenger loading spaces are also provided for residential use, in line with bylaw requirements.

Waste and recycling storage rooms for all building uses are located at P1. Occupants of the building will be able to take elevators from various parts of the building to this level and access the storage rooms without crossing vehicular paths of travel.

A waste staging and pick-up zone is proposed to be shared with the Class B loading spaces. Waste bins and totes will be brought to this point by jitney vehicles and picked up by full-sized garbage and recycling trucks. Clearance above the loading zone has been designed to allow for overhead tipping of waste and recycling bins by a full-sized garbage truck.

The loading strategy for the building will require a supervision and scheduling by building staff. Correspondence with City staff has indicated that a Loading Management Plan will not be required for review.

Bicycle Parking

Long-term (Class A) bicycle parking for the project includes a mix of single, stacked double-height, vertical, and oversized spaces, along with bicycle lockers, as required and allowed by the *Parking By-Law*.

The relatively large proportion of 3- and 4-bedroom units results in a high overall count of Class A parking designated for residential uses. Most of the residential Class A bicycle parking is provided in two zones at L2 and at P1. The L2 bicycle parking rooms are located in the northwest corner of the site, where the grade of Neon Street and Granville Street rises up to make this part of Level 2 fully below grade. Additional bicycle parking, as well as Class A bicycle parking and end of trip facilities for commercial tenants, are located at L1.

All Class A bicycle parking in the project is accessible by elevator from a shared residential and commercial lobby at Level 3, off Granville Street. This elevator will be shared by residents and commercial staff accessing the bicycle parking facilities, and by commercial staff who will use it for access to the loading area at Level 1. Depending on traffic, scheduling of commercial loading times may be required to ensure priority access of bicycle parking users to the elevator. Traffic modeling of the elevator indicates that it has ample capacity to serve both its bicycle parking and commercial uses.

The proposed elevator access to the Class A bicycle parking at Level 2 and P1 is an improvement over a previous iteration of the design in which residents needed to carry their bicycles down a short flight of stairs to access Level 2, or ride their bicycles down the vehicular access ramp to access P1. These former means of access are maintained as alternatives in case of temporary elevator service disruptions. The stair to the Level 2 bicycle parking area has been designed to be extra wide and will be equipped with a bike tire rail to make lifting bicycles easier for residents.

No bicycle parking is located below P1.

A bicycle maintenance facility is located at P1, as required by Section 6 of the *Parking By-Law*.

Class B bicycle parking spaces for all uses in the building are proposed along the deepened setback at Pacific Street. All required Class B bicycle parking is located within the property line.

Summary of Parking and Loading-related Relaxations and Variances Sought

- Class A Residential Bicycle Parking - No reduction in overall count. Increase of allowable combined stacked and vertical spaces from 60% to 84.5% to provide sufficient parking spaces. City staff have indicated support for this strategy in email correspondence.
- A small number of the class A bicycle parking rooms contain more than 40 parking spaces. City staff have indicated support for this variance from the By-law (6.3.5) in email correspondence as a means of meeting sufficient parking counts.

2.6 Commercial Unit Considerations

The proposed building contains four commercial units, three of which are located on Granville Street (at Level 3), and the fourth at Pacific Street (at Level 1).

Because Granville Street slopes up to the south, there is a grade difference of approximately 2900 mm between the north and south ends of the Granville Street frontage, which creates complexity in providing entries to these units at appropriate levels. Additionally, because waste pick-up and loading must happen within the Project boundaries, the loading area at Level 1 is required to be quite tall. This forces the structural slab of the south-most commercial unit on Granville Street to be quite high, requiring the entry to that unit to be at the south end of the unit and the site.

The City of Vancouver's Real Estate, Environment, and Facilities Management division has provided direction that none of the four commercial units will contain commercial kitchen units. The unit on Pacific Street, and the northernmost unit on Granville Street, however, will be designed to accommodate café-style food services.

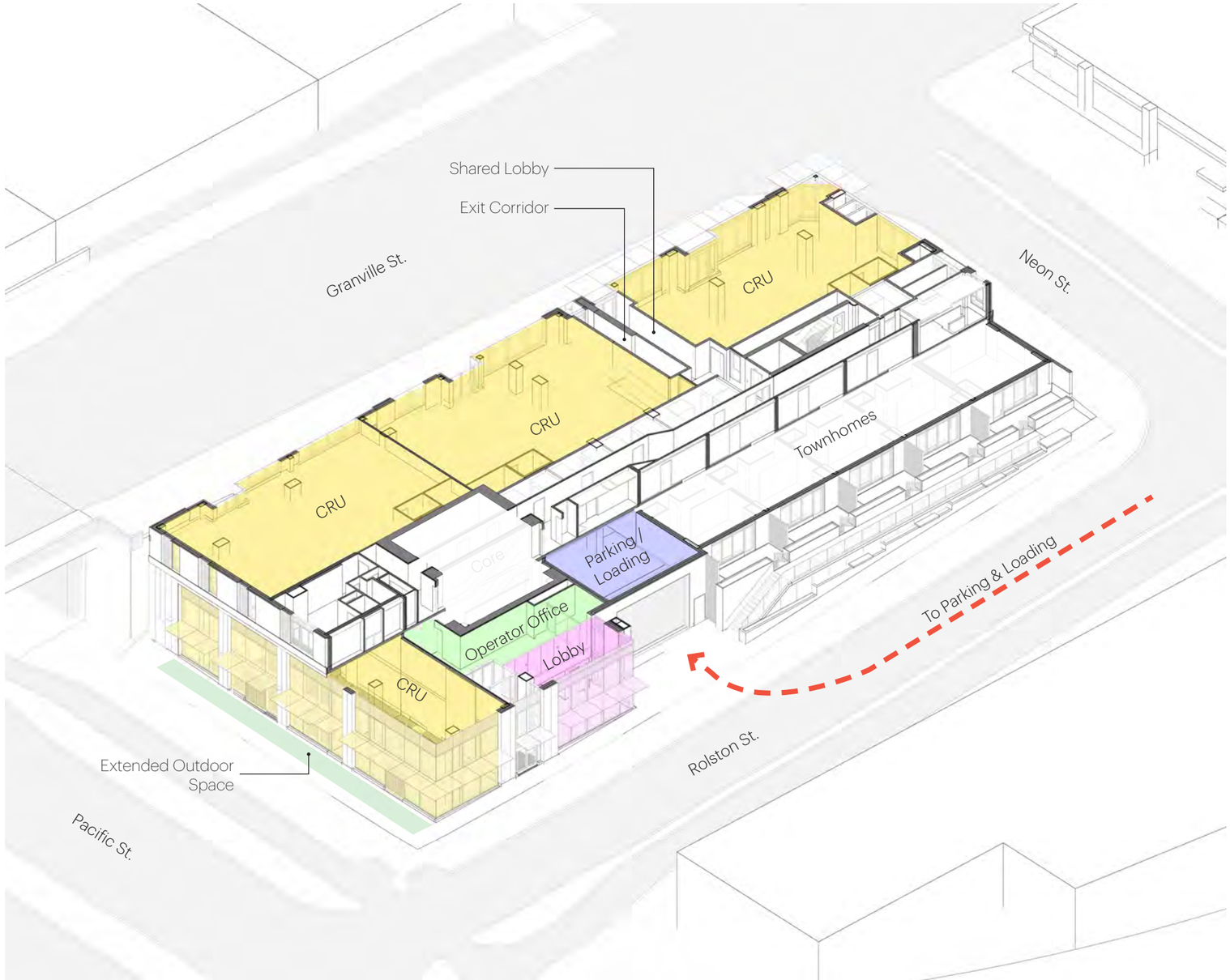
The dimensions of each commercial unit are comparable to the minimum dimensions given in the City of Vancouver *Design Guidelines for Retail Elements in Non-Market Housing Projects*, though there are some complexities in the unit shapes owing to the requirements of surrounding program. Clear heights for each unit are generous, and will exceed the minimum dimension of 3.6 m below a suspended ceiling. For most of the units, the clear height will be significantly more, allowing for bright and airy businesses.

Access to parkade levels is available via an elevator located within the shared residential and commercial lobby on Granville Street. The elevator will also be used for Class A bicycle parking access and residents will have priority use during peak commuting times. This shared lobby will also serve as a secondary convenience entry to the residential portion of the building, providing direct access to Granville Street.

The south-most CRU unit will only have access to the loading elevator via the sidewalk on Granville Street, as required building exits and circulation cut it off from any direct access. This commercial unit may be best suited to an office or services-type business that does not need to load significant quantities of goods or waste.

Only one accessible parking space is required for commercial use. Two additional parking spaces are proposed for staff use.

Waste and recycling storage for the commercial units are located at P1, accessible by the shared elevator.



Diagrammatic view of CRU configurations and access to the loading zone

2.7 Residential Suite Planning Considerations

Governing Design Guidelines & Building Codes

Residential suites throughout the project have been planned in conformance with the *BC Housing Design Guidelines and Construction Standards (2019), Section 5 - Dwelling Unit Design*. These guidelines give parameters for the size, configuration and fit-out of residential units and the spaces within them. While they are guidelines, they do contain many clauses that use the word 'shall' as opposed to 'should', indicating a hard requirement.

In all cases, clauses written with both 'shall' and 'should' have been followed as closely as possible and deviations from the understood intent of the *BC Housing Design Guidelines* have been made only where it was found to be technically infeasible to do otherwise.

The City of Vancouver *Housing Design and Technical Guidelines* has also been closely followed in developing residential units plans. This document will continue to be a reference as design moves into the contract documents phase.

The *Vancouver Building Bylaw (VBBL) 2025* is the governing building code for the project. It is important to note that adaptability considerations for residential suites are based on the current content of Section 3.8.5 of the VBBL, which maintains the language of VBBL 2019, as opposed to adopting the new adaptability provisions found in BCBC 2024.

Provisions for fully accessible suites follow the *BC Housing Design Guidelines and Construction Standards (2019)* as the VBBL does not require fully accessible suites.

Accessibility & Adaptability

Both *VBBL 2025* and the *BC Housing Design Guidelines (2019)* contain requirements for residential units designed to be accessible or adaptable. *VBBL 2019* was followed in this project as the binding building code, while BC Housing *Guidelines* were considered and applied wherever possible.

The Vancouver Building Bylaw 2025 requires all residential units to be adaptable, per *VBBL 3.8.5. Adaptable Dwelling Units*. The current text of this section of the By-law retains the language from *VBBL 2019. Adaptability provisions* include modest dimensional increases around entrance doors, interior doors and stairs, within washrooms, and in kitchens. They also require kitchen sinks and cooktops to be adjacent or to have a continuous counter between them, and include other construction specifics related to the ability to install grab bars and modify spaces for the use of individuals with mobility devices.

Five percent of residential units in the project are required to be fully accessible. Canadian building codes, including the *VBBL* focus primarily on the needs of individuals who use wheelchairs or other wheeled mobility devices in their definition of accessibility. In fact, designing for accessibility requires an understanding of the diversity of disability types that goes far beyond the needs of people using wheeled mobility devices. Disability is a complex, intersectional landscape. Accessibility considerations for people with other disabilities can often be integrated into building design at low to no cost. Such are being explored and included in the design to the greatest extent possible.

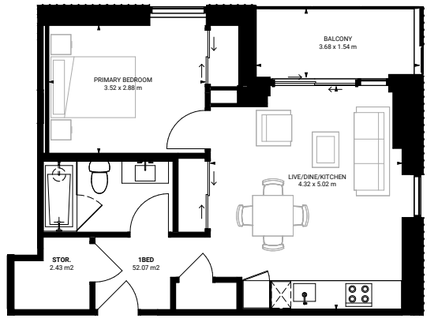
Accessible units are provided in the full range of unit types, from Studios to 4-bedroom units. As such, individuals with disabilities and families of all sizes, who may have members with disabilities, will have a range of options. Accessible units in the building are similarly located in different parts of the building in an attempt to immerse individuals with disabilities fully into the community.

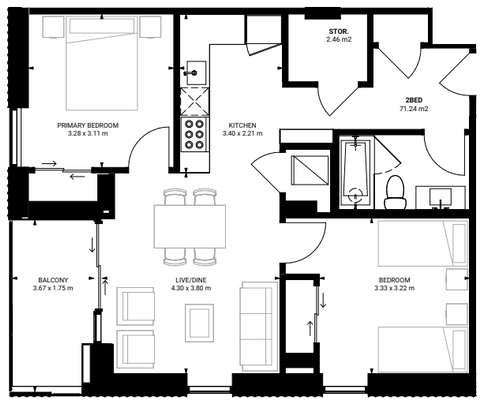
Unit and Room Sizes

Residential units throughout the project follow the dwelling unit floor areas given in *Section 5.2* of the *BC Housing Design Guidelines*. As noted in *Clause 5.2.1* these have been increased by 5% for adaptable units (all units in the project) and by 12% for accessible units. Accessible units are sometimes larger where good design practice for accessibility requires more space.

Living, dining, bedroom and storage areas throughout the project similarly closely adhere to the parameters of *Sections 5.3 - 5.5* and *6.1 – 6.2*. Furniture arrangements shown in the architectural drawings indicate seating quantities for living and dining rooms and bedroom configurations. Minimum bedroom dimensions given in the Guidelines have been respected throughout, with few exceptions.

In order to provide efficiently planned units, kitchens have often been planned in L-shaped or linear configurations with dining spaces directly adjacent. Living and dining spaces are contiguous in almost all units. Luxuries such as walk-in closets and ensuite washrooms have generally been omitted in favour of larger floor areas for bedrooms, living and dining spaces. In-suite storage for each unit meets the BC Housing *Guidelines* minimum of 2.3 m^2, with a few relaxations for small studio units, as permitted by the *Guidelines*. More storage space is provided for larger family units wherever feasible, and additional storage units are available to residents in various parts of the building for those needing more storage than what their own units provide.





Commonly occurring 1, 2 and 3 Bed unit types. While the project proposes many variations on each unit size, they will contain similarly sized spaces and amenities.

While adaptability requirements for the project come from *VBBL 2025*, the design opts to provide larger unit entrances for most of the units, consistent with the entrance requirements for adaptable suites in *BCBC 2024*. These larger unit entrances improve adaptability and accessibility, but also provide additional flexibility for families as they come and go from their homes with children, strollers, groceries and all of the baggage of day-to-day life.

Townhomes

Five 2-storey townhomes are located at grade at the northern end of Rolston Street, as intended by the *Granville Loops Policy Plan*. Four of these are 2-bedroom units. The northernmost unit, at the corner of Rolston and Neon Streets is a 3-bedroom unit.

Each townhome unit is configured with living rooms, kitchens, dining spaces and a full washroom at the ground floor (Level 2), and bedrooms and a second washroom above (Level 3). Living rooms open up to a private outdoor terrace at the ground floor, screened from the street by planting, and from the neighbouring terrace by a vertical screen between units. A small second balcony is provided on the upper floor of each townhouse, providing a more private outdoor space for each townhouse.

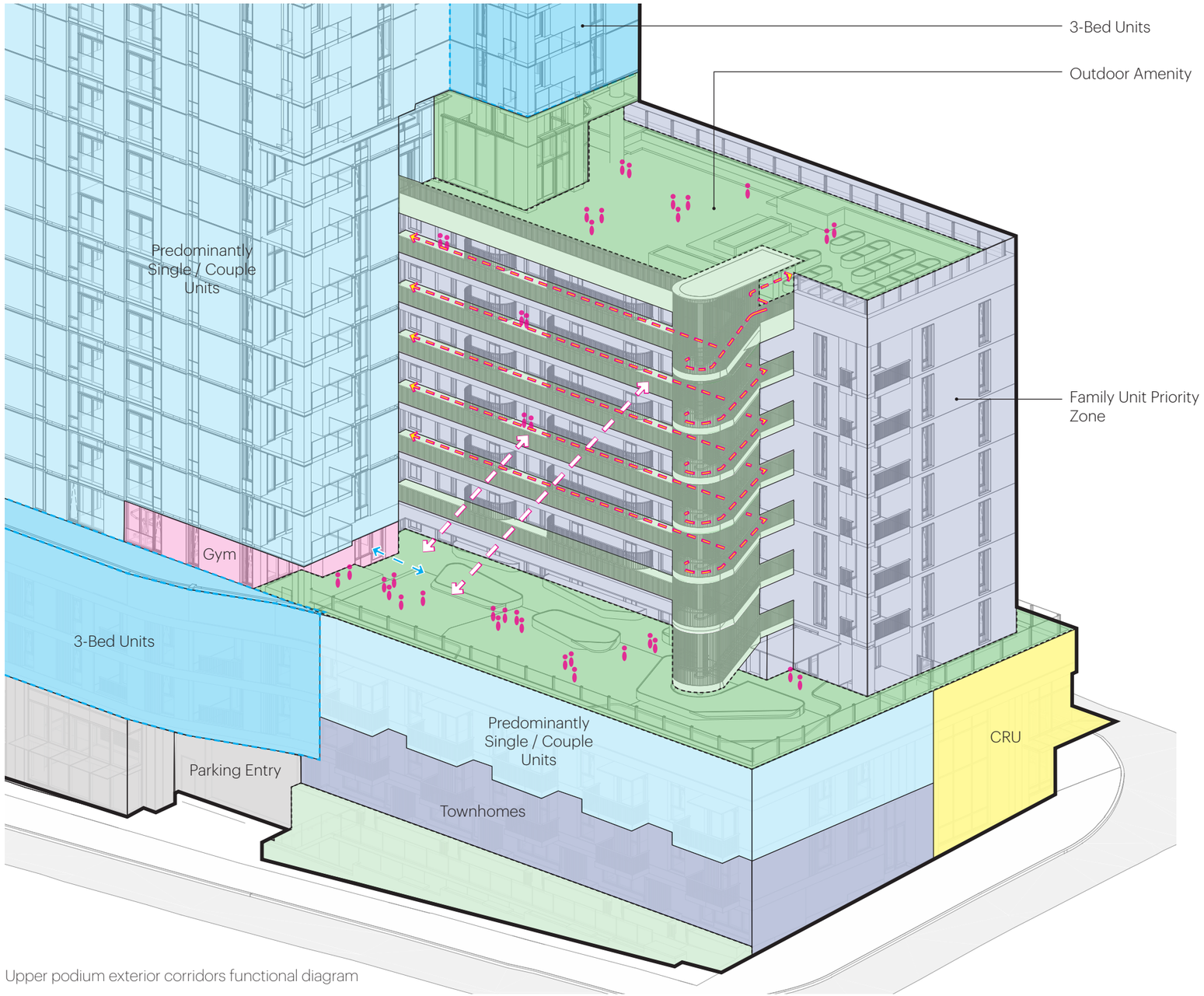
Lower Podium Units

In addition to the Townhouse units, the lower podium contains a mix of unit types from studios to 3-bedroom units. Most of these units are oriented toward Rolston Street. Each is planned with a balcony to reinforce the street-oriented residential character of Rolston Street. Balconies for many of these units are inset, creating a sense of privacy for units located close to busy streets.

Levels 3 and 4 contain some of the accessible residential units for the building. As elsewhere, they are planned to be close to the elevator core for convenience, from where they can access the shared amenities further up the building and the street and neighbourhood below.

Upper Podium Units

Levels 5 through 11 contain a large portion of the larger family units – a mix of 2-, 3- and 4-bedroom units, as well as some smaller units. At each of these levels, an outdoor corridor extends to the north from the elevator core, providing exterior access to 4 large units on each floor. Other units on each level, accessed from an interior corridor, are visually connected to this outdoor zone. At the end of the outdoor corridor is an exterior exit stair that allows residents to move vertically between levels and connect to the shared residential amenity spaces on Level 5 and Level 12.



Upper podium exterior corridors functional diagram

Rendered view showing the relationship between the outdoor corridors and stairs, and the way they connect the outdoor amenities at Level 5 and Level 12. The massing of Sub-area D is visible at the left of the image. The existing Rolston tower, to the North of the site, is visible at right.

This network of outdoor corridors is envisioned as the heart of the family housing zone in the building. Visually connected to the children's playground below (at Level 5), and between each level via a series of light wells, these exterior corridors are intended to become a common neighbourhood of family homes. The light wells at each level provide a privacy buffer between the corridor and bedroom windows in the suites, but also create an inset at each suite entrance, giving an opportunity for residents to stop and chat. These niches in the corridor also give families a space to store small items like children's scooters and tricycles, or a spot to leave muddy shoes and boots.

Suite entrances along these corridors open onto kitchens, giving residents the option to leave their doors open and invite neighbours to drop in, while preserving some privacy to other parts of their homes. Each of these units has a private balcony facing Granville Street. They have the rare advantage of being designed in a single-loaded configuration. As such, their living spaces (kitchen, dining and living rooms) have access to light and fresh air on both the west and east sides of the building. This configuration will also contribute to good cross-ventilation.

Other units around these levels will be encouraged to make use of this exterior network of corridors to move between levels, visit friends on other levels, or access the shared amenities at Level 5 and 12. The result will be a neighbourhood of many families.

Tower Units

Levels 14 through 26 contain a mix of studio to 3-bedroom units. Levels 12 and 13 follows the same layout, but the units on the west side of the floor plate are replaced with the building's double height shared residential amenity rooms.

Two 2-bedroom units are located south of the tower core, with large south-facing balconies opening to the southeast and southwest respectively. Setbacks on the east and west side of the tower drive an architectural language that is flat and monolithic on the east and west side of the tower, with all balconies inset.

At the north end of the tower the massing is extended to the northeast to provide a 3-bedroom unit on each level. This large unit benefits from having windows on three sides, improving opportunities for cross ventilation as well as better light access for a unit that faces predominantly to the north. The eastern portion of the floorplate pulls back here to provide additional sun and sky access to the family units and amenity spaces.

View from the Level 7 outdoor corridor, with the Level 5 outdoor amenity spaces visible below, and the outdoor stair at the end of the corridor.

2.8 Shared Residential Amenities

Shared Residential Amenities

Residents of the proposed building will benefit from a suite of private, shared amenities. Most residential amenities are located at Level 12, on and adjacent to the roof of the Upper Podium. Approximately half of Levels 12 and 13 is proposed to be dedicated to double-height indoor residential amenities, with the other half of the floor containing residential suites consistent with those in the levels of the tower above.

The extent and variety of amenity spaces was developed following conversations with the Stakeholder Team. Stakeholders indicated a preference for more amenity spaces than the minimum required by BC Housing, having observed that residents in similar developments often express a need for additional amenities. Stakeholder feedback has indicated support for the extent of amenity space provided in the current design.

Indoor Amenities

A number of amenity rooms at Level 12 are clustered around the common corridor and elevators.

All accessible and family-sized suites in the building have their own in-suite laundry. A shared laundry room (not counted as amenity in FSR calculations) is proposed for use by residents without in-suite washing machines and dryers. Standard-sized washers and dryers may also be supplemented by some oversized appliances for use by all residents in the building to wash items like duvets, sleeping bags, etc. The laundry is proposed to have a folding counter, wash sink, and a waiting area with soft seating. This waiting area will feature spectacular views to the south over the Granville Bridge and False Creek. An outdoor rooftop lounge is also nearby and will be an attractive waiting area for residents (see further description of outdoor amenities below).

Adjacent to the laundry room is a multi-purpose space which is envisioned as a bookable room for community activities such as cooking workshops, crafting, seeding or gardening workshops, quilting or sewing clubs, and any activity that may benefit from having space where groups can focus and make a mess. It may also be suitable for committee meetings, community games nights, etc. This space will feature a residential-type kitchen.

The main indoor amenity room is a large multi-purpose room with a kitchenette and communal dining area, a lounge and gathering spaces, and a children's nook for communal toys, games and activity spaces for kids. This space is designed to accommodate community events and may also be bookable by residents for private parties and gatherings. These spaces will open directly onto adjacent and related outdoor amenities (see further description of outdoor amenities below).

The indoor amenities will be complemented by two gender-neutral washrooms, one of which will be fully accessible.

Additionally, a lounge is proposed at the main residential entry on Rolston Street. With its adjacent mail and parcel rooms (not counted as amenity in FSR calculations), this lounge is envisioned as a place for neighbours to meet and interact, and for residents to wait for rides or deliveries. It will be part of the main entrance and public face of the residential portion of the building to the street.

Preliminary interior renderings of the Multipurpose Rooms at Level 12

Preliminary interior rendering of the Lounge space at the Level 1 residential building entrance

Preliminary interior rendering of the Children's Nook at Level 12

2.9 Outdoor Residential Amenities

Outdoor Amenities

At Level 12, the communal dining area of the multipurpose room will open directly onto an exterior dining space with outdoor seating, barbecues and counter space. To the south, a small outdoor lounge with integrated bench seating and movable tables, and shaded by trees, will have commanding views to the south over Granville Bridge and False Creek.

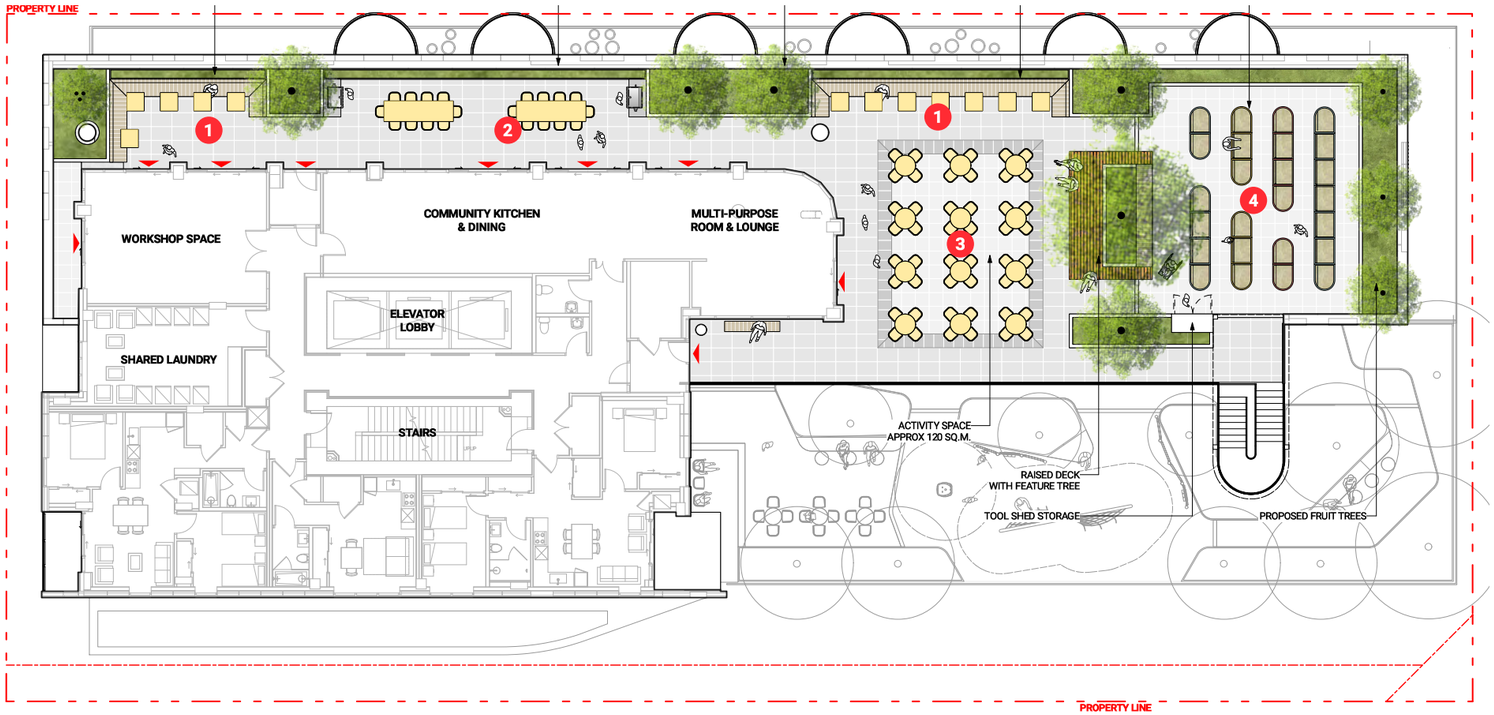
To the north of the outdoor communal dining area a larger open space is proposed for a variety of community functions, from outdoor meetings and dinners, to evening movie screenings and children's games. The project proposes movable outdoor furniture that can be customized to suit the occasion.

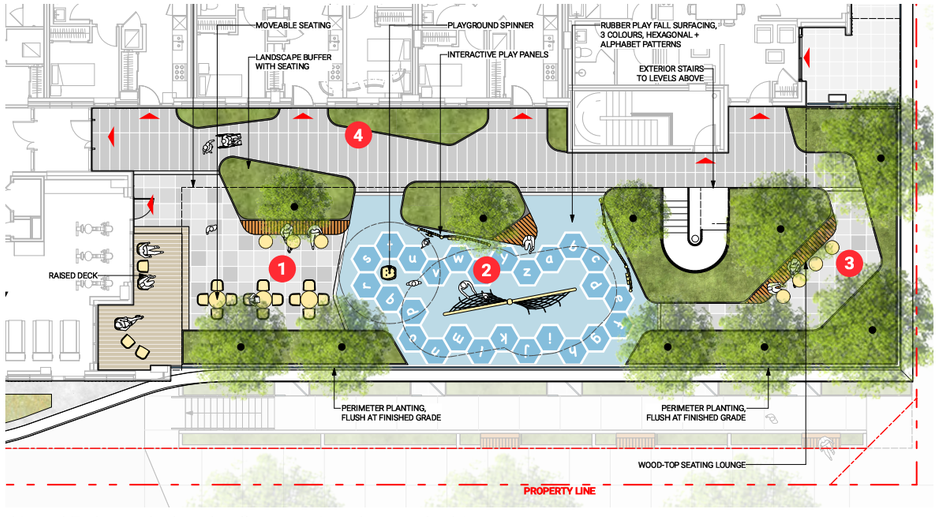
At the north end of the rooftop a community garden with raised planters will give residents the opportunity to grow fruits, vegetables and flowers and share both knowledge and their harvests.

The exterior feature stair at the north end of the upper podium leads residents down from the Level 12 outdoor amenities all the way to Level 5. Elevator access is also possible. At Level 5, a second rooftop amenity space with a different character is proposed. Here residents will have access to the children's playground, informal gathering spaces and lush planting, all overlooked by the network of outdoor corridors above.

A medium-sized gym/fitness centre is proposed at Level 5 directly adjacent to the outdoor amenity spaces there. It is strategically placed to allow adults to work out while children play in the outdoor playground adjacent.

The residential outdoor amenities at both Level 5 and 12 will be surrounded by deep planters containing trees and a variety of native, drought-resistant planting, creating a buffer to the streets below, and an attractive green crown to each prominent step in the building's massing. These rooftop space will also be surrounded by glass wind screens which will further create an acoustical barrier to the streets below, while acting as a tall guard for safety and always allowing views to the surrounding city.





Residential outdoor amenities plans with Level 12 shown above and Level 5 shown below, by Connect Landscape Architecture