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

**DEVELOPMENT PERMIT STAFF COMMITTEE
MEETING
August 17, 2022**

**FOR THE DEVELOPMENT PERMIT BOARD
September 19, 2022**

**605 Beach Crescent (COMPLETE APPLICATION)
DP-2021-00192 – CD-1 (Pending Enactment)**

DR/KH/AM/MV/EA/PF

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer, Permitting Services (Chair)
M. Au, Permitting Services
K. Spaans, Urban Design & Development Planning
C. Chant, Engineering Services

Also Present:

D. Robinson, Urban Design & Development Planning
K. Hsieh, Permitting Services
A. Maness, Landscape Services
I. Rodriguez, Engineering Services
M. Vernooij, Housing Policy and Regulation
E. Artis, Real Estate Services
P. Fouladianpour, Permitting Services

APPLICANT

GBL Architects Inc.
224 W 8th Ave #300
Vancouver, BC
V5Y 1N5

PROPERTY OWNER

Pinnacle International Lands Inc.
300-911 Homer St.
Vancouver, BC
V6B 2W6

EXECUTIVE SUMMARY

Proposal:

To develop this site with a 53-storey mixed-use building with retail and dwelling uses at grade and 455 dwelling units consisting of 152 social housing units on levels 1 through 6 and 303 market residential units on levels 7 through 53, all over 3 levels of underground parking, having vehicular access from Beach Crescent subject to Council enactment of the CD-1 By-Law and approval of the Form of Development.

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	Urban Design Panel Minutes

Issues:

1. **Development of Architectural Expression** to achieve expectations set out in the Higher Buildings Policy
 2. **Development of Public Realm** to achieve expectations set out in the Higher Buildings Policy
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Urban Design Panel:

April 13, 2022 – Urban Design Panel: SUPPORT with recommendations (7/4)

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. **DP-2021-00192** submitted, the plans and information forming a part thereof, thereby permitting the development of a new 53-storey mixed-use building with retail and dwelling uses at grade and 455 dwelling units consisting of 152 social housing units on levels 1 through 6 and 303 market residential units on levels 7 through 53, all over 3 levels of underground parking, having vehicular access from Beach Crescent subject to Council enactment of the CD-1 By-Law and approval of the Form of Development and 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 to achieve a level of architectural expression and detail that demonstrates a significant contribution to the beauty and visual power of the city's skyline required under the *Higher Buildings Policy* through the following:

- i. substantial refinement to podium expression to better relate to the tower and to more clearly convey the chosen architectural concept;

Note to Applicant: The Urban Design Panel and staff's assessment of the current podium design is that the strong horizontality diminishes the overall motif and the visual relationship between the tower and podium. Additional measures should be incorporated into upper podium levels to further break up this horizontality through careful exploration of angled rooflines, color and/or material changes or similar architectural means. The visual experience of the pedestrian traveling along the Seymour off-ramp should be a primary consideration of the podium interface. Supplemental images from this location should be provided.

- ii. design development to achieve more compelling geometry and material treatment of the accent canopies through rigorous exploration and architectural study in order to best represent the desired design motif signifying resolution of the flowing architectural concept;

Note to Applicant: The intent of this condition is to achieve a functional canopy structure that appears as organic, light and airy rather than heavy and weighty to better represent the desired bottom of a dancer's dress. Demonstrate that feature canopies do not negatively impact livability of adjacent units.

- iii. provision of a less rigid and more curvilinear expression of the tower's extruded sunshade elements so as to appear as one integrated architectural gesture running the length of the tower rather than discrete extrusions on each level;

Note to Applicant: It is strongly recommended that vertical extruded elements be angled to form a cohesive arched element that enhances the overall building silhouette. If this is absolutely not possible to achieve, explore alternative architectural design strategies that clearly reinforce the curvilinear motif and better express the tower as a singular element rather than discrete elements at each tower floor.

- iv. further refinement of proposed feature lighting to better integrate architecturally with extruded sunshade expression, including extending lighting down to the accent canopies where appropriate to better unify the overall motif between tower, podium and ground plane expressing one curvilinear flowing gesture; and

Note to Applicant: The intent of this architectural lighting feature is to both unify the tower and podium expression while also enhancing the sense of excitement at the public realm to improve the pedestrian experience, including traveling along the Seymour street bridge ramp. Provide nighttime studies of building elevations and details of a high quality chosen lighting solution that is integral to the architecture, while demonstrating that this lighting does not impact livability of adjacent units.

- 1.2 design development to the public realm interface to better demonstrate a significant contribution to the downtown open space network required under the *Higher Buildings Policy*, incorporating the following:

- i. provision of a detailed public realm plan including wayfinding, signage, high quality public realm materials, CPTED and lighting strategies as well as large scale architectural details sufficient to understand the key concepts and features that distinguish the public realm;

Note to applicant: The Urban Design Panel noted the current landscape material palette is in need of improvement to provide higher quality materials. An intrinsically high quality material palette is to be provided responding to and complimenting existing material expression of adjacent properties. These materials should be locally sourced where possible with regional specificity that demonstrates leadership in sustainable design and a high level of human-scale detailing. Refer to Standard Condition A.1.4 and Landscape Condition A1.19. Note on July 12, 2022, Council approved the rezoning for Granville Loops at 625-777 Pacific Street and the public realm plan should consider the general approach to public realm noted in that adjacent rezoning.

- ii. delivery of an enhanced public realm treatment along Rolston Street through a rigorous design response that contributes to the unique environment under the bridge resulting in a richer pedestrian experience, including:

- a. design development to enhance the treatment and expression of the main public stair and the proposed public elevator at the southwest corner of the site to read as more gracious and to clearly serve as a pedestrian amenity for the public with a more direct relationship to future mobile retail units under the bridge, while also ensuring accessible and convenient public access considering CPTED principles in order to deliver a unique and attractive feature within the open space network;

Note to Applicant: This could be achieved by expanding the extent of the stair to incorporate integrated seating, planters and/or lighting where possible.

Note to Applicant: Public access to this elevator is to be secured as part of the SRW agreement. See Rezoning Condition 2.4.

- b. reviewing City building grades with Engineering Services to determine if the grade can be softened along Rolston Street;

- c. providing additional pedestrian amenities and outlining a more defined program; and

Note to Applicant: This should include a variety of public seating options, additional covered spaces, integrated feature lighting, passive and active programming (spaces for eating/gathering/laptop work) and amenities that may include drinking fountains/splash pad/misting station, where appropriate.

- d. further variety and pedestrian interest in the detailed design of the retail interface;
- iii. delivery of an enhanced public realm treatment along the Seymour Mews interface through a rigorous design response that reflects its unique context resulting in a richer pedestrian experience, including:
 - a. design development to the expression of proposed townhouse units along the mews, including:
 - 1. providing each unit with a distinct residential entry door oriented directly onto the public realm rather than glass patio sliders;
 - 2. expressing at-grade dwellings as discrete residential units through provision of distinct unit signage and architectural feature lighting mounted to the building face and at residential entrance gates;
 - 3. limiting patio depth to approximately 1.83-2.44 m (6-8 ft.) from the residential entry; and
 - 4. cladding exposed concrete retaining and foundation walls with high quality durable materials or concealing exposed walls by way of landscaping.

Note to Applicant: The Beach Neighbourhood CD-1 Guidelines require units fronting the mews to have an individual primary entrance located off the public realm. Exposed concrete foundation and retaining walls of adjacent patios should not extend more than 0.30 m (1 ft.) above finished grade and should be screened with landscaping.

- b. provision of additional architectural elements on the mews elevation that serve to wrap the concept of 'flowing green' from Rolston Street around to the mews by enhancing the tower's direct relationship to grade as a unique architectural moment;

Note to Applicant: This may be achieved by introducing additional integrated planters along the tower facade and/or within the proposed feature canopies, cascading up the tower from where it meets grade or through similar means as appropriate.

- c. coordination of materials and design treatments to achieve a safe and successful interface that enhances the existing condition and pedestrian experience along the mews;

Note to Applicant: Particular attention should be given to accommodate existing air vents along the property line, to adjust existing curb cuts where vehicle access was previously anticipated, to consider CPTED principles and

to limit vehicle and pedestrian conflicts including providing new pedestrian options to avoid vehicles accessing parkades at top and bottom of mews. This may require work on adjacent private property. Coordinate as needed with Planning, Engineering and adjacent property owners.

- d. design development to building treatment and detailing at-grade ensuring a safe, welcoming pedestrian experience with layers of visual interest to both the architecture and landscape, including:
 1. a finer-grained response to changes in grade to eliminate large blank walls currently shown along the central stairs (for example by lowering the finished floor elevation or splitting the patio elevation for unit UG02); and
 2. demonstrating rigorous human-scaled detailing along the full extent of the interface, considering incorporation of materials that reference the existing built edge across the mews.

Note to Applicant: The intent of this condition is to reiterate Rezoning Conditions 1.3, 1.9 and 1.10. High quality material treatments that align and/or compliment the existing conditions should be provided offering flexibility for potential programming of the space under the bridge and ramps. Material treatments should consider variations of concrete finishes, with limited accent pavers and a design approach that minimizes the use of bollards. Features that are on City streets require a separate application to Engineering. See Standard Condition A.2.13.

- 2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.
- 3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

Technical Analysis:

Technical Review for 601 Beach Avenue				DP-2021-00162		Pending CD-1 (366)	
	REQUIRED / PERMITTED			PROVIDED			
							m ²
Site Area ¹							5,983.2
Use ²				Dwelling Use: Social Housing, Market Retail Uses:			
			Max. (m)				m
Height +	Top of Architectural Para			163.0			163.0
View Cone ³	3.2.1 - Mount Strachan / Higher Buildings Policy						Per Rezoning
		Min (m ²)	Max. (m ²)				m ²
Floor Area +	Residential		41,463.0				41,309.0
Density ⁴	Social Housing	8,749.1					11,414.0
	Market						29,895.0
	Non-Residential						2,374.0
	Retail						2,374.0
	Site Total		43,745.6				43,683.0
Exclusions	Amenity	10%	4,146.3			1.6%	712.0
	Balconies	12%	4,975.6			7.8%	3,415.0
	Storage	3.7 m ² /DL	1,683.5				1,222.0
Dwelling Unit (DU)		Min. (%) DU / housing type			Housing		
Type ⁵							
	2+ bedrooms	(36%) 55	(25%) 76		(36%) 55	(54%) 164	
				Studio	20	0	
				1 bedroom	77	139	
				2 bedroom	30	127	
				3+ bedroom	25	37	
					152	303	
				Site Total:		455	
		Housing (m ²)	Market (m ²)		Housing (m ²)	Market (m ²)	
Size ⁵		29.7	37.0		29.7+	46.0+	
Horizontal Angle of Daylight (HAD) ⁶							TBV

Cont'd...

Parking ⁷			<u>Min</u>	<u>Max</u>			
	Residential		16				455
	Non-Residential		<u>1</u>	<u>21</u>			<u>2</u>
	Site Total:		17				457
	Standard		0				349
	Small		0				88
	Visitor		0				23
	Accessible Total:		17				20
	Accessible: Residential		16				18
	Accessible: Non-Res		1				2
Loading ⁸	<u>Class</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>A</u>	<u>B</u>	<u>C</u>
	Residential	0	2	0	0	1	0
	Non-Residential	<u>0</u>	<u>3</u>	<u>1</u>	<u>5</u>	<u>2</u>	<u>0</u>
	Site Total:	0	5	1	5	3	0
Bicycle ⁹	<u>Class</u>	<u>A</u>	<u>B</u>		<u>A</u>	<u>B</u>	
	Residential	917	24		920	TBV	
	Non-Residential	<u>7</u>	6		<u>9</u>	<u>TBV</u>	
	Site Total:	924	30		929	TBV	
	<u>Class A type</u>	<u>Min.</u>	<u>Max.</u>				
	Horizontal	231			349		
	Vertical (30%)		277		240		
	Vert+Stkd (30%)		554		209		
	Oversized (5%)	46			43		
	Lockers	92			88		
Passenger ⁹	<u>Class</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>A</u>	<u>B</u>	<u>C</u>
	Residential	3	0	0	4	0	0
	Non-Residential	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>
	Site Total:	3	0	0	5	0	0

NOTES

- Note on Site Area:** The site area is taken from the submitted survey prior to any dedications or consolidation. The site area of 5,775 m² noted on the applicant's project summary statistics does not match the 5,983.2 m² on the survey. Standard Conditions A.1.12 and A.1.15 seek coordinated and matching site area information and submission of digitally signed and sealed legal survey.
- Note on Use:** This development proposes Dwelling Unit uses, consisting of Social Housing and Market (Strata) units and Retail Uses.
- Note on Height and View Cone:** As per Section 6 of the pending CD-1 By-law, the building height is measured from base surface to the top of parapet, to a maximum height of 163.0 m (534.78 ft.) and provided that it makes a significant contribution to the beauty and visual power of the city's skyline to the satisfaction of the General Manager of Planning, Development and Sustainability. This application appears to comply with the permitted maximum height, but additional information is required to confirm the calculation for height and design. Standard Condition A.1.7 seeks confirmation of compliance with height.
- Note on Floor Area:** As per Section 5 of the pending CD-1 By-Law, the maximum site total floor area for all uses is 43,745.6 m², of which a maximum of 41,463.0 m² may be allocated for dwelling uses. A minimum floor area of 8,749.1 m² (20% of the site floor area total) for social housing units is required.

While this application appears to meet these requirements, additional information and illustrations are required to confirm the accuracy of floor area calculations and to verify applicable floor area exclusions, such as storage, and outdoor areas. An updated project data summary is also required to match the floor plans and floor space ratio verification sheets. Standard Condition A.1.8 seeks additional information and confirmation of compliance with floor area requirements.

5. **Note on Dwelling Unit Type and Size:** As per Section 11.10 of the Zoning and Development By-Law, each dwelling unit must have a minimum floor area of 37.0 m² when measured from the inside wall and excluding any floor area excluded for in-suite storage. A variance for social housing units to a minimum of 29.7 m² may be supported. Standard Condition A.1.9 seeks confirmation of dwelling unit size. Refer to Housing Condition A.1.25ii.
6. **Note on Horizontal Angle of Daylight (HAD):** As per Section 7 of the pending CD-1 By-Law, all habitable rooms are required to comply with the HAD requirements. Several “Dens” on Level 7 and 8 are considered habitable rooms and do not appear to comply with HAD. Standard Condition A.1.10 seeks compliance with HAD for each habitable room.
7. **Note on Parking:** Parking is calculated as per Sections 4.3, 4.8.4 and 4.1.16 of the Parking By-Law and requires that only the minimum 17 accessible spaces be provided. The proposed 20 accessible spaces and site total of 457 parking spaces exceeds this minimum. See also Housing Condition A.1.28.
8. **Note on Loading:** As per Sections 5.2.1 and 5.2.5 of the Parking By-Law, the required loading spaces are calculated per non-residential and residential use floor areas. A shortfall of 2 Class B, and 1 Class C space for the site is supportable with provision of an acceptable Loading Management Plan and provision of 4 Class A and 4 Class B loading spaces. Standard Condition A.2.6 seeks a Loading Management Plan and A.1.11 seeks coordinated and matching project data statistics with illustration of labelled and dimensioned spaces on floor plans.
9. **Note on Bicycle:** As per Section 6.2.1.2 and 6.2.5.1 of the Parking By-Law, bicycle space requirements are calculated for each use and per dwelling unit size. Confirmation of floor areas for each use and coordination of illustration and project data is required to verify the required number of spaces and confirm compliance. Proposed variances may be supported with a Transportation Demand Management (TDM) Plan. Refer to Standard Conditions A.1.12, A.2.1 iii, and A.2.7.

Legal Description

Lot: 259
 Plan: LMP43682

History of Application

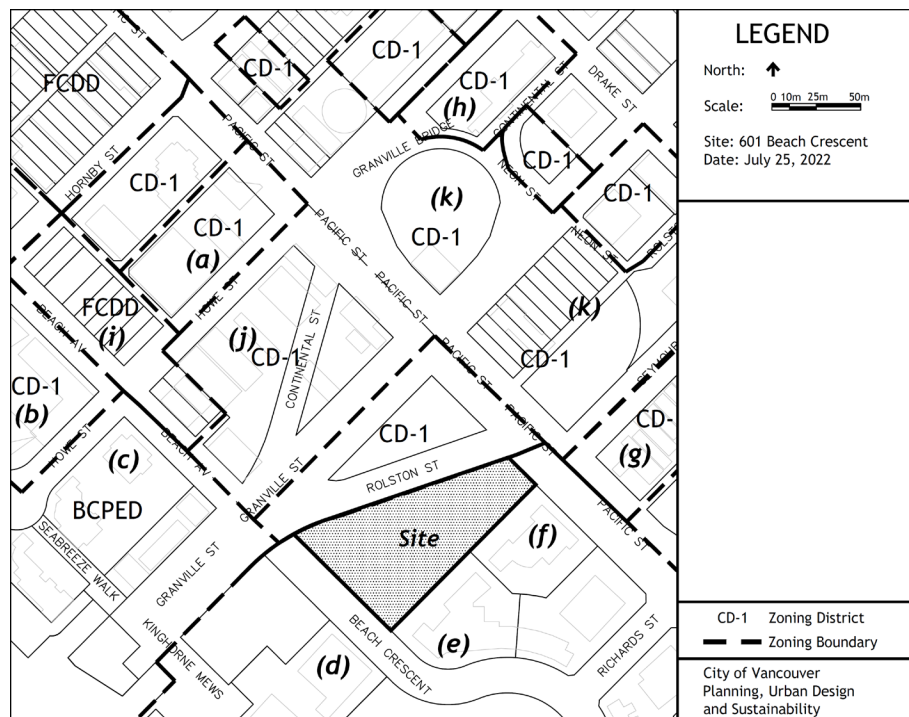
February 25, 2021	Complete DP submitted
May 26, 2021	Urban Design Panel
October 13, 2021	Urban Design Panel
April 13, 2022	Urban Design Panel
August 17, 2022	Development Permit Staff Committee

Site: Vacant since Expo '86, the subject site, totaling 5,983.2 m² (62,168 ft²) in area, is triangular in shape and located to the south of the Granville Bridge Seymour off-ramp. It fronts Pacific Street to the north, Beach Crescent to the south and Rolston Street to the west, which is under the bridge deck. The site slopes down from north to south by approximately 7.3 m (24 ft.).

Context: Significant adjacent development includes:

- | | |
|--|--|
| (a) "Pomaria" at 1455 Howe Street | 31-storey residential tower |
| (b) 888 Beach Avenue | 8, 18 and 31-storey residential towers |
| (c) "Discovery" at 1500 Howe Street | 24-storey residential tower |
| (d) "Icon" at 638 Beach Crescent | 24-storey residential tower |
| (e) "Parkwest Tower II" at 583 Beach Avenue | 31-storey residential tower |
| (f) "Aqua at the Park" at 550 Pacific Street | 24-storey residential tower |
| (g) "The Mark" at 1372 Seymour Street | 41-storey residential tower |
| (h) "Executive Hotel Vintage Park" at 1379 Howe Street | 18-storey hotel |
| (i) May and Lorne Brown Park | on Beach between Howe and Hornby |
| (j) "Vancouver House" at 1480 Howe Street | 52-storey mixed-use residential tower |
| (k) the "Loops" at 625-777 Pacific Street | a recent rezoning approval with multiple towers up to 40 storeys |

Figure 1: Site and surrounding context



Background:

A Development Permit (DP) application was submitted on February 18, 2021 for the development of this site under the approved CD-1 By-Law. The application is comprised of a 53-storey residential mixed-use tower with a two-to-eight storey podium containing retail uses at grade along Rolston Street and Beach Crescent, townhouses at grade along the Seymour Mews, 152 turnkey social housing units in the podium, and 303 market strata housing units in the tower.

The CD-1 By-Law for this site was approved by Council, subject to a series of conditions, following a Public Hearing on September 30, 2020. Prior to the Public Hearing, the CD-1 application was reviewed in February 2019 by a special High Building review process for higher buildings in which the Urban Design Panel (UDP) was supplemented with two respected design leaders in the local community and two notable international architects. The design issues identified by the panel constructed many of the design conditions within the rezoning approval.

The form of development proposes a tower of undulating curves that provide a movement-inspired dynamic flow from top to bottom that is in contrast to the Vancouver House's rigid rectilinear forms. These two higher buildings together will form the Granville Bridge Gateway into the downtown peninsula. The materials proposed include limestone podium cladding, curtain wall and spandrel glazing, aluminum composite panel and perforated metal sunshades.

The DP application was reviewed by the UDP on May 26, 2021 and October 13, 2021. In both instances, the UDP recommended resubmission. Each time, the applicant resubmitted a revised proposal responding to the panel's commentary and subsequently received support with recommendations from the UDP on April 13, 2022. The UDP's comments have been considered by staff and incorporated into the conditions of approval.

Applicable By-laws and Guidelines:

- CD-1 By-Law (pending) approved by council on September 30, 2020
- Conditions of Rezoning Approval (2020)
- Higher Buildings Policy (1997, amended 2018)
- View Protection Guidelines (1989, amended 2011)
- Bridgehead Guidelines (1997)
- Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines (2007)
- Beach Neighbourhood CD-1 Design Guidelines (1999, amended 2002)

Response to Applicable By-laws and Guidelines:

CD-1 By-Law (pending)

Use and Density: the proposed use conforms to the provisions of the CD-1 By-Law. The proposed density is approximately 43,683 m² (470,200 ft²) of floor area, which conforms to the permitted density in the by-law, as noted in the Technical Analysis.

Height: the proposed building height complies with the permitted height in the CD-1 By-law, noting consideration must be given to making a significant contribution to the beauty and visual power of the city's skyline to the satisfaction of the General Manager of Planning, Development and Sustainability.

Response to Conditions of Rezoning Approval:

Not all conditions of the Rezoning are included for discussion in this section. Only conditions with relevant or remaining issues are included below.

Condition of Rezoning Approval	Staff Assessment of Response
<p>Rezoning Condition 1.2 required significantly improved massing with the goal to achieve architectural excellence including how the tower meets the podium at grade, more modest massing and lower terracing towards the south corner, and a setback at the 8th storey of the podium fronting Beach Crescent.</p>	<p>The submitted development permit application meets this condition relative to setbacks and overall revised podium massing. The UDP repeatedly noted the relationship between the tower and podium expression as needing improvement.</p> <p>Since the April 2022 UDP review, the applicant has resubmitted a revised design response that includes subtle revisions to the podium expression including additional feature lighting and large flowing canopies representing the bottom of the 'dancer's dress motif'.</p> <p>Recommended Condition 1.1 reiterates and builds on this condition requiring further substantial design development to the detailed tower and podium expression to better convey the overall design concept.</p>
<p>Rezoning Condition 1.3 required design development to improve the open space and the public realm interface, including significantly enhancing the south corner at Rolston Street/Beach Crescent to further strengthen pedestrian amenity, enhancing the retail frontages along Rolston Street, and ensuring the interface along the mews responds adequately to the existing context.</p>	<p>The submitted development permit application responds to this condition by providing fine-grained CRU frontages that respond to grade along Rolston Street and a revised interface and massing along the mews. The UDP noted needed improvements to the interface with the mews and the corner of Rolston Street and Beach Crescent in particular the proposed public lift at this location, as well as higher quality landscape materials.</p> <p>Between the original application and the revised resubmission, the applicant has revised the design response to include a large planted slope serving to break up the length of the façade and create a focal point and public gathering space. A revised approach to accessibility at the corner of Rolston Street and Beach Crescent now includes a public elevator integrated into the adjacent CRU massing allowing for a grand public stair to be provided on private property beside the public sidewalk and cycle lane.</p> <p>Recommended Condition 1.2 requires a detailed public realm plan and further enhanced public realm including detailed design of the public stair and elevator, further pedestrian amenity and substantially improved public realm treatment along the mews.</p>
<p>Rezoning Condition 1.4 required design development to improve the outdoor podium rooftop spaces including stronger programming and additional urban agriculture.</p>	<p>The revised application submission now includes additional outdoor rooftop programming and additional covered open space. Landscape conditions in Appendix A reiterate this condition and require additional urban agriculture plots.</p>
<p>Rezoning Condition 1.5 required design development to the building to better address the architectural objectives of the Higher Buildings Policy including more cohesive and robust elegance while reinforcing the architectural concept, excellent high-quality materials and an exceptional level of detailing.</p>	<p>The revised application submission has progressed the architectural expression of the tower and the podium by further resolving how the tower meets grade along the mews, and by providing architectural lighting and large flowing canopies in strategic locations.</p> <p>The UDP noted that the overall design motif needs to be further enhanced and resolved to read consistently throughout the project.</p> <p>Recommended Condition 1.1 seeks to further the overall design motif through further detailed resolution of the tower and podium relationship by refining the expression and application of the extruded sunshades, the large canopies and the architectural lighting.</p>

	Condition A.1.4 intends to achieve an intrinsically high quality and simplified material palette with a highly detailed human-scale at grade.
Rezoning Condition 1.6 required a high level of livability including provision of private outdoor space, compliance with HAD guidelines, and mitigation of any potential impacts from bridge proximity.	<p>The resubmitted application further improves on overall livability as compared to the rezoning.</p> <p>Condition A.1.3 reiterates this condition and seeks to improve overall livability by enhancing common amenity spaces, requiring HAD guidelines be met and by demonstrating that potential impacts to units from the bridge proximity be mitigated.</p>
Rezoning Condition 1.7 required a high level of sustainability performance.	The application is expected to demonstrate leadership in sustainable design. The development permit application is meeting the measures committed to at rezoning. The resubmitted application is approaching the overall sustainability of the building in a holistic way. Staff have determined that this application generally complies with this condition.

Higher Buildings Policy

The Higher Buildings Policy was adopted in 1997 as the “General Policy for Higher Buildings”. It allows for consideration of buildings exceeding existing height limits at designated locations. In 2011, it was amended to include the subject site as one of the locations, together with the Vancouver House site at 1480 Howe Street to form a gateway entry into the downtown from Granville Bridge.

Under the policy, proposals for higher buildings must:

- Establish a significant and recognizable benchmark for architectural creativity and excellence while making a significant contribution to the beauty and visual power of the city’s skyline;
- Provide lasting meaningful public legacy to Vancouver, including consideration of provisions of significant community benefits, on-site activities, and uses of community significance; and
- Minimize shadowing and view impacts on the public realm including key streets, plazas and parks, as well as on neighbouring buildings.

The proposal’s form of development, architectural expression, design quality and sustainability targets were supported at rezoning. This resubmitted development application maintains and further develops the form and architectural quality based on input from the UDP.

Form and Expression: massing detail and architectural expression are central to delivering distinctive and enduring architecture and achieving a strong sense of place. The application has progressed to further the overall design motif through subtle revisions to the podium expression including additional feature lighting and large flowing canopies, through carefully considered building articulation, and enhancing user experience at grade.

Recommended Condition 1.1 seeks further design development to the overall architectural expression to ensure expectations are achieved for a significant and recognizable benchmark for architectural creativity and excellence are achieved and that the tower contributes to the beauty and visual power of the city’s skyline.

Shadowing: the shadowing impacts are deemed reasonable, on balance, and were supported at rezoning. The tower was relocated to the north during rezoning to improve solar access on May and

Lorne Brown Park and conditions in Appendix A ensure no additional shadowing beyond what was approved throughout subsequent permitting processes.

Public Realm Interface: delivering a vibrant and legible public realm that is supportive of walking and rolling, provides permeability throughout the site, and reinforces authentic and memorable place making for the local community will be critical to the overall success of the project.

To address this requirement, the application proposes highly detailed and activated public space along the Rolston Street interface, including a publicly accessible elevator, a set of 'grand stairs' and a planted slope and adjacent gathering space, in order to better accommodate a variety of users.

Staff are recommending further design development to ensure that the publicly accessible open space contributes to overall safety and accessibility in the local area. Recommended Condition 1.2 outlines enhancements and refinements to ensure the development demonstrates a significant contribution to the downtown open space network.

Council-Approved Protected Public Views and View Protection Guidelines

The subject site falls under one Council-approved protected public view. View Cone 3.2.1 (Queen Elizabeth Park to Downtown Skyline and North Shore Mountains), limiting the height of any development on the northeast portion of this site to 125.1 m (410 ft.).

The Higher Buildings Policy allows for buildings on select sites to penetrate into this protected public view in order to mark the prominence of the downtown skyline, subject to meeting relevant policy objectives. However, there is no portion of building on this site proposing to encroach into the protected public view as the tower is located on the southern portion of the site. As such, there is no impact on Council-approved protected public views proposed.

Bridgehead Guidelines

The intent of the Bridgehead Guidelines is to maintain key public views from the bridges, reinforce and enhance the experience of crossing the bridge with roof treatment for the lower buildings and establish optimum setbacks and heights for buildings adjacent to the bridges.

This application maintains and refines the solution and design motif approved at the rezoning. Extensive outdoor amenity roof decks, including a planted terrace down to the public realm and large organically-shaped canopies, should provide a visual link between the upper bridge deck and the distinct public realm environment below. Together with the architectural lighting and distinct organic shape of the tower with its contrast to Vancouver House, the development is expected to enhance public views from the Granville Street Bridge.

Urban Design Condition A.1.3 seeks demonstration that livability has been addressed for all units facing the bridge decks.

Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines

The subject site is situated across Rolston Street from the area governed by the Under the Granville Bridge Neighbourhood Commercial Centre Policies and Guidelines. The intent of these policies is to establish a local-serving commercial node for established and emerging nearby neighbourhoods that incorporates a high level of quality in the design of both the public realm and the architecture.

The application proposes an active retail interface at grade along Rolston Street contributing to the local-serving commercial node. An active public realm interface and pedestrian amenities are also proposed. These include a large planted slope serving to break up the length of the façade and serve as a focal point and public gathering space, as well as a public stair and elevator access to improve accessibility at

the corner of Rolston Street and Beach Crescent across from the location of future mobile retail units. Recommended Condition 1.2 seeks additional pedestrian amenity and detailed design development to ensure the proposed materials and at grade design are safe, welcoming and human-scaled.

Beach Neighbourhood CD-1 Design Guidelines

The Beach Neighbourhood CD-1 Guidelines guide the development of seven precincts within the CD-1 district, by setting parameters on height, setbacks and building form. Tower heights in the guidelines range from six to 38 storeys. The subject site is in Precinct 5.

The applicant has responded to the guidelines through tower siting and consideration of solar access and private views, material selection, retail weather protection, CPTED and public realm interface, and provision of townhouse units along Seymour Mews.

Recommended Conditions 1.1 and 1.2 include design development to further align the detailed design response with various elements of these guidelines.

• Conclusion:

The proposal represents a significant intervention on a highly visible and unique site forming part of the Granville Bridge Gateway into the downtown peninsula. The applicant has demonstrated consideration of this context and the requirements of the Higher Buildings Policy in establishing a significant and recognizable new benchmark for architectural creativity and contribution to the overall skyline on a site that has long laid vacant. The project will deliver a substantial number of net new Social Housing units turnkey to the City. In addition, the project will deliver on public realm infrastructure that enhances and knits into the existing urban fabric. Further refinements are recommended to the overall architectural expression, material palette and public realm interface, as outlined in the recommended conditions of approval.

The application conforms to the intent of the indicative form of development in the rezoning approval. Staff conclude that the proposal, on balance, will contribute positively to the neighbourhood and the overall skyline. Considering the recommended design development conditions, the tower exhibits a high degree of architectural ingenuity and resolution and meets the design excellence aspirations of the Higher Building review process. Staff recommend approval of this carefully considered proposal subject to the conditions contained within this report.

URBAN DESIGN PANEL

The minutes are contained in Appendix F attached to this report.

URBAN DESIGN

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

DEVELOPMENT REVIEW BRANCH

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

LANDSCAPE SERVICES

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

HOUSING SERVICES

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

REAL ESTATE & FACILITIES MANAGEMENT

The recommendations of Real Estate & Facilities Management are contained in the prior-to conditions noted in Appendix A attached to this report.

ARTS, CULTURE & COMMUNITY SERVICES

The recommendations of Arts, Culture & Community Services are contained in the prior-to conditions noted in Appendix A attached to this report.

ENGINEERING SERVICES

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

ENVIRONMENTAL PROTECTION BRANCH

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

BUILDING REVIEW BRANCH

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

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

NOTIFICATION

This proposal underwent two rounds of neighbourhood notification with the original notification occurring prior to the first UDP meeting.

On April 27, 2021, staff mailed 2,644 notification postcards to neighbouring property owners informing them of the application. The postcards directed individuals to the City's development application website at www.shapeyourcity.ca (SYC). In addition, the applicant installed three site signs on the property on or around April 27, 2021. The signs offered information about the development with directions to the City's Development Permit Board website.

Following three separate UDP meetings, the applicant submitted a revised proposal reflecting recommendations received from the Panel. On June 22, 2022, staff mailed 5,836 notification postcards to neighbouring property owners informing them of the revised submission. The applicant also updated previously installed site signs to reflect the new Development Permit Board meeting date.

From the most recent notification, we received 23 responses from SYC and seven (7) comments via email regarding the proposal. Six (6) responses were in support the application, 21 were opposed, while three (3) responses provided mixed opinions.

Those who support the proposal welcome the development on this long-time empty parcel and believe that it fits well within the neighbourhood.

Those who expressed concern provided the following comments:

Height of the building is too tall and will shadow surrounding residents

Concerns were raised about the scale of the building, location and how at 53 storeys tall it will block out light and views to the surrounding neighbours.

Staff Response: Council approved the overall height, density and tower location at public hearing in September 2020. During the rezoning process, the tower location shifted northward. The shifting of the tower was in response to both feedback from the Urban Design Panel and Council approved policy to improve solar access to May and Lorne Brown Park.

Staff generally seek to maximize solar access to public parks and in this case, the tower is being considered under the Higher Buildings Policy, which specifically requires shadowing on public parks to be minimized.

Staff do not anticipate that the shifting of the tower northward will create a notable increase in shadow impact for adjacent towers relative to the previous configuration. The shift northward generally creates an improved tower spacing arrangement that should marginally improve views and solar access for many units in the proposed tower and the existing towers immediately adjacent, relative to the previous tower location. The shift northward also improves solar access and usability of the proposed roof decks in this project.

The overall height of the building was also reduced during the rezoning process and subsequently approved by Council. The height reduction further reduced overall shadow impact on adjacent properties.

Iterations of the proposal have not improved interface between the building and Seymour Mews

Ongoing issues with this interface concern scale, use, access, circulation, vegetation, light, etc.

Staff Response: The design of this proposal has continued to evolve since rezoning, including input from multiple reviews by the Urban Design Panel. Rezoning conditions are being addressed through revisions seen in the most recent DP resubmission outlined in a table above in this report.

Further detailed design improvement for the interface with the mews is expected as a condition of the Development Permit. This is outlined in Recommended Condition 1.2iii addressing a number of design considerations. In addition, further enhancements to the public realm are anticipated including additional planting and pedestrian amenities to ensure the open space is active, safe and welcoming to the public and that the project contributes to the overall downtown open space network.

The applicant will be required to demonstrate a fulsome design response to the conditions of approval before any Development Permit will be issued for the building.

Poor design in relation to the interface and scale between the podium and the tower

The podium and tower are not set back from the existing townhouses and there is a lack of delineation in the podium creating the appearance of a solid wall across Seymour Mews.

Staff Response: The design of this proposal has continued to evolve since rezoning, including input from multiple reviews by the Urban Design Panel. The expression of the tower to grade along the mews has been revised and both architectural lighting and large feature canopies have been added to further improve the relationship between the tower and podium.

This report recommends several design conditions, in particular Recommended Condition 1.1, that relate to the detailed materials and expression of both the tower and podium to ensure a significant contribution to the beauty and visual power of the city's skyline is achieved.

The applicant will be required to demonstrate a fulsome design response to the conditions of approval before any Development Permit will be issued for the building.

Development will increase traffic and congestion within the area

The proposed number of parking spaces will dramatically increase traffic in an area that already contends with congestion. In addition, the location and design of the proposed driveway poses increased safety risks for pedestrians

Staff Response:

Traffic

A transportation study was submitted as part of the rezoning application for this site and the results of the study identified that the new development would not generate a significant amount of new traffic and there would be no meaningful impact on existing roadway traffic and safety conditions. The site is also in close proximity to several green modes of transportation including frequent transit, public bike share, and cycling routes. Additionally, the site is required to provide a transportation demand management (TDM) plan that will contribute to reduced demand for vehicle trips to and from the development.

Further, as condition of the their rezoning, the development is required to provide a number of street and public realm improvements adjacent to their site as well as signal upgrades at Pacific Boulevard and Richards Street.

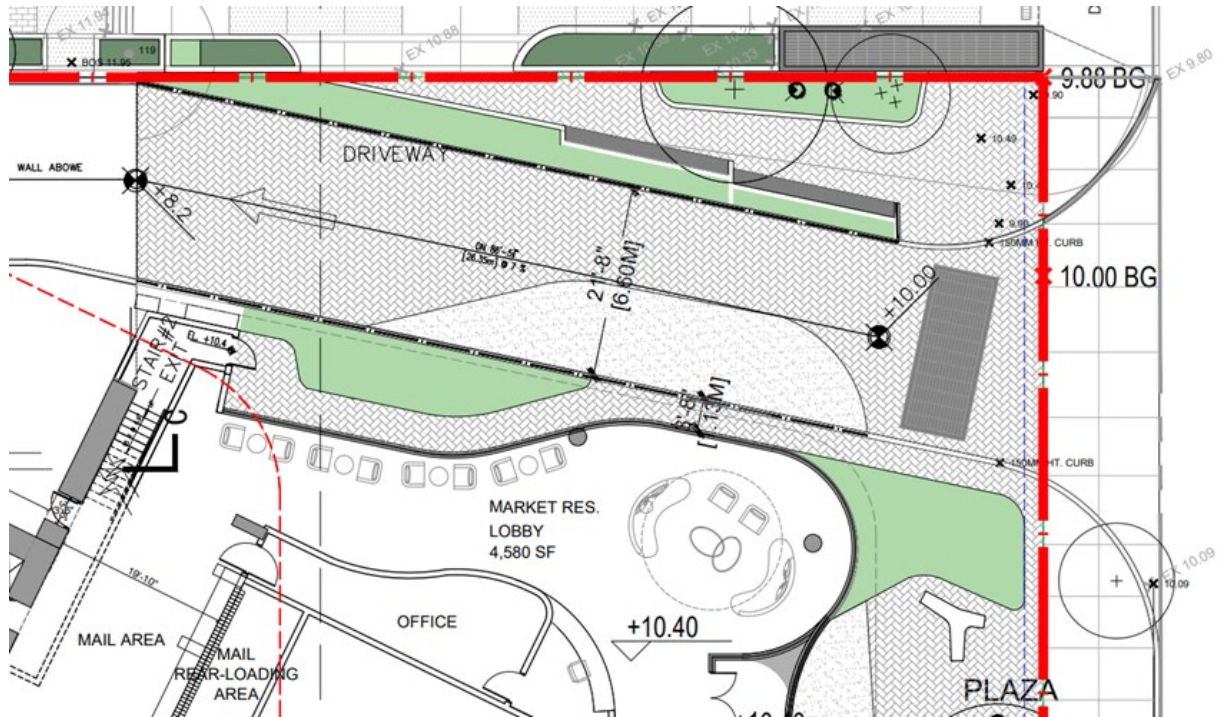
Parking

The City has policies that provide for reduced parking requirements for buildings with good access to transit and those which provide Transportation Demand Management measures that support walking, cycling and transit usage. At this time, most developments in the City, outside of downtown, do not have maximum parking allowances and the provision of Transportation Demand Management measures is optional. These policies are intended to allow for a market-based provision of parking in new buildings. The project in question complies with the Parking By-law with respect to vehicle parking spaces, passenger pick-up/drop off spaces and bicycle parking.

Parkade Ramp

The proposed grade into the parkade from the sidewalk is 7% for approximately a straight 26.0 m (max is 10% for a minimum of 20 ft.), transitioning into a 4.5% grade for approximately another 20.0 m and further into a 5% grade into the rest of the parkade. These ramp grades are below the maximum allowable per the Parking and Loading Design Supplement (<https://bylaws.vancouver.ca/bulletin/bulletin-parking-loading-design-supplement.pdf>.) and met by a slightly wider ramp at the sidewalk. The minimum ramp

width is 6.1 m and the site has provided 6.6 m and wider. Additionally, plazas to the east and west of the parking entrance allow for increased visibility when entering and existing the site (see below).



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 it requires decisions by both the Development Permit Board and the Director of Planning.

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

With respect to the Parking By-law, the Staff Committee has considered the approval sought by this application and concluded that it seeks a relaxation of loading. The Staff Committee supports the relaxations proposed.



M. Au
Chair Development Permit Staff Committee



D. Robinson
Development Planner



K. Hsieh
Project Coordinator

Project Facilitator: P. Fouladianpour

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

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

A.1 Standard Conditions

A.1.1 the pending CD-1 By-Law can and does become enacted by City Council;

Note to Applicant: Due to the 2022 Municipal election, no Council meetings will be held from September 9 to October 15, 2022.

A.1.2 the proposed Form of Development can and does become approved by City Council;

Note to Applicant: Due to the 2022 Municipal election, no Council meetings will be held from September 9 to October 15, 2022.

Urban Design Conditions

A.1.3 design development to respond to Rezoning Condition 1.6 to enhance the overall livability of the proposal through the following:

- i. design development to demonstrate that the majority of all dwelling units achieve a minimum 2.43 m (8 ft.) clear ceiling height. Provide reflected ceiling plans and other construction details as needed.

Note to Applicant: This condition may require the loss of market units in order to achieve the necessary livability for all units. This may require additional mechanical and/or structural coordination to ensure required ceiling heights can be achieved.

- ii. demonstration of design mitigation measures that address livability impacts due to proximity to the Granville Bridge;
- iii. replacement of unit MZ02 with common amenity space connected to proposed amenity room on level below;

Note to Applicant: The intent of this condition is to increase solar access to the common indoor amenity space, provide an adjacent outdoor amenity patio and improve the mews interface with further 'eyes on the street'.

- iv. exploration of additional unit below unit UG01 to better relate to the existing grades of the adjacent Seymour Mews;
- v. design development to units 802, 708, 714, 716, 705, 704 to remove proposed 'Dens';

Note to Applicant: Windowless rooms are not supported. Any habitable room must meet applicable HAD regulations. See also Development Review Branch Condition A.1.10.

- vi. exploration of reconfiguration of unit 425 to improve bedroom layout and access to light; and
 - vii. exploration of reconfiguration of unit 801 to reduce privacy and overlook concerns between office and adjacent balcony.
-

- A.1.4 design development to achieve a high level of material quality, expression and detail that demonstrates a significant contribution to the beauty and visual power of the city's skyline required under the *Higher Buildings Policy* through the following:
- i. provision of a high quality material palette that achieves simplicity, a sense of timelessness and a highly detailed human scale experience; and
 - ii. demonstration of an exceptional level of detailing and rigor necessary to ensure the proposed architectural motif can be executed and constructed as envisioned.

Note to Applicant: This includes the general sculptural qualities of form, the resolution of expression and language of the glazed veil, shadow boxes, sunshades, lighting, reveals, building skin and curved glass, and the full integration of mechanical equipment. Ensure all curvilinear building elements are comprised of rounded rather than faceted cladding materials. Ensure architectural and public realm material palettes are integrated and that public realm materials relate to the context already established by adjacent developments. See also Recommended Condition 1.1.

- A.1.5 Provision of the following typical architectural details to understand the proposed architectural expression:
- i. planted slope along Rolston Street, including any required guards;
 - ii. additional detail for proposed shadow box spandrel assemblies;

Note to Applicant: Clearly identify all proposed locations of shadow boxes and include detail sufficient for a DP level review to understand how the built tower facade will read in various atmospheric conditions. Provide product samples and/or catalogue specifications as well as built precedent images of similar material applications, where available.

- iii. guardrails, parapet, fences, trellises and canopies; and
- iv. soffit treatments and lighting.

Note to Applicant: Architectural design details, rather than building envelope or construction details, are required for development permit review. The intent is to ensure the provision of high-quality materials and construction. Details should generally be in section, at a large scale such as 1:20 or equivalent, and include notes and dimensions. Review of these drawings may result in additional Urban Design comments or conditions. See also Urban Design Condition A.1.4.

- A.1.6 confirmation that the proposed amount of shadowing on May & Lorne Brown Park will remain equal to or less than that approved by Council at the time of the rezoning public hearing through future stages of design development and permit approvals; and
- A.1.7 identification on the architectural and landscape 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. For more information, see the guidelines at: <http://guidelines.vancouver.ca/B021.pdf>.

Development Review Branch Conditions

A.1.7 confirmation of compliance with Section 6 (Height) of the pending CD-1 By-Law:

Note to Applicant: Identify location of highest building structure/s, and illustrate and provide interpolation calculations for this location/s. Refer to Standard Condition A.1.4.

A.1.8 confirmation of compliance with Section 5 (Floor Area and Density) of the pending CD-1 By-Law by as follows:

i. label, dimension and provide floor area totals on the FSR verification sheets and project data summary for the following;

a. retail, market and social housing dwelling uses;

Note to Applicant: Net floor area for the retail use, market and social housing are to include pro-rated spaces that are shared between uses (such as corridors/hallways, stairs, elevators etc.). Elevators labelled 1, 2 and 3 appear to be accessible for social housing dwelling units but is only accounted for in the market floor area calculations. The net floor areas for each use are required to calculate loading, bicycle and passenger loading spaces and may affect the required number of spaces currently noted. Further conditions may apply. Refer also to Standard Condition A.1.12.

b. storage;

Note to Applicant: Dimension, remove furnishings, shelving etc. and coordinate in-suite storage illustration on floor plans and legend key on FSR verification sheets. Label all at or below grade storage as residential or non-residential. Refer also to [Storage in Multiple Dwelling Bulletin](#).

c. all indoor and outdoor, below, at and above grade floor area exclusions; and

Note to Applicant: All indoor and outdoor areas on all levels (parking, below grade mechanical, patios, roof decks, storage etc.) excluded from floor area must be accounted for in the floor area verification sheets. Update outdoor spaces on Level 7 and up labelled as “private patio” to correspond with the appropriate defined use such as roof deck, balcony etc. as defined under Section 2 and account in floor area calculations accordingly. Refer also to the [Balconies, deck, entries, porches and verandahs Bulletin](#).

d. amenity.

Note to Applicant: Confirm the type and intended users (market, social housing etc.) of the ground floor amenity space adjacent to the market lobby area. Include details regarding type, finishing, equipment and/or furnishings on floor plans. Refer also to [Amenity Areas – Excluded from FSR Bulletin](#).

A.1.9 confirmation of compliance with Section 11.10 (Dwelling Unit Size) of the Zoning and Development By-Law as follows:

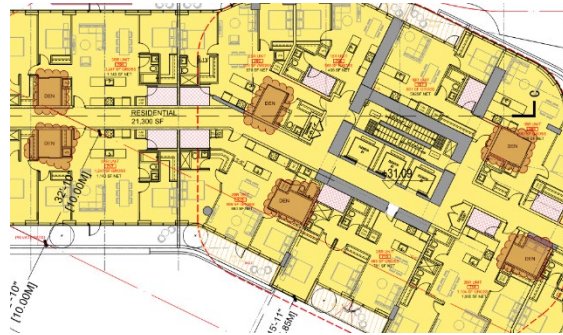
i. dimension dwelling units to illustrate floor area size; and

ii. note only net dwelling unit size on floor plans.

Note to Applicant: Coordinate illustration and size with project data summary floor area numbers. Dwelling unit size are required to calculate bicycle space requirements. Future conditions may be required pending confirmation of each dwelling unit size.

- A.1.10 confirmation of compliance with Section 7 (Horizontal Angle of Daylight - HAD) of the pending CD-1 By-Law:

Note to Applicant: Illustrate HAD for each habitable room by providing distance dimensions and daylight angles.



- A.1.11 confirmation of compliance with Section 4 to 7 for Parking, Loading, Bicycle, and Passenger spaces of the Parking By-Law:

- i. coordinate technical data table for parking, loading and bicycles spaces with drawings, TDM Plan and Loading Management Plan including:
 - a. reference to By-Law sections and required number of spaces;
 - b. proposed variances supported through TDM or Loading Plan; and
 - c. proposed number and size of each space.

Note to Applicant: The project data summary should not have deductions in the By-Law required column. Proposed variances should be identified on a separate column. Refer also to Engineering Services Conditions A.2.1 iii, A.2.2, A.2.3, A.2.6, A.2.7 and rezoning conditions. These conditions will be satisfied upon compliance and acceptance of the TDM and Loading Plan.

- A.1.12 revised drawings package as follows:

- i. remove reference of unit 318 on Level 3 as a child day care unit;

Note to Applicant: The approved land use is dwelling unit use. Home day cares are licensed and approved under the CCF Act and Child Care Regulation.

- ii. confirm office area beside the market residential lobby is not be used to rent/lease for commercial purpose;
- iii. provision of complete site plan including all information on intake checklist;
<https://vancouver.ca/files/cov/dev-permit-app-major.pdf>
- iv. relabel “mezzanine” level; and

Note to Applicant: “Mezzanine” level is not a true mezzanine and floor level should be identified differently such as Level 1A or 2 etc.

- v. consider providing gridlines on floor plans.

A.1.13 notation on plans of the following:

- i. *“All building dimensions, setbacks and yards are to the outside of cladding”;*
- ii. *“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”;*
- iii. *“Adequate and effective acoustical separation will be provided between the residential and non-residential portions of the building”;*
- iv. *“Provision of energized outlets in accordance with Section 4.14 and 6.3.21 (Electric Vehicle Charging Infrastructure Requirements) of the Parking By-law”; and*
- v. *deletion of all references to the proposed signage, or notation on plans confirming that: “all signage is shown for reference only and is not approved under this Development Permit. Signage is regulated by the Sign By-law and requires separate approvals. The owner[s] assumes responsibility to achieve compliance with the Sign By-law and obtain the required sign permits”.*

Note to Applicant: The Sign By-law Coordinator should be contacted at 604.873.7772 or sign.permits@vancouver.ca for further information.

A.1.14 provision of a vertical vent space to accommodate any future proposed restaurant exhaust from the commercial level;

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. Refer also to the [Floor area exclusions for Kitchen Exhausts Ducts and Shafts Bulletin](#).

A.1.15 submission of digitally signed, and sealed survey plan of the site, verified by a British Columbia Land Surveyor;

A.1.16 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building’s open space and the Public Realm; and

A.1.17 an acoustical consultant’s report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria.

Landscape Services Conditions

A.1.19 design development to the southeast corner and Rolston Street frontage to meet the standards for high quality public realm, by further activating, articulating and balancing hard and soft surfacing;

Note to Applicant: This can be achieved by adding more benches, significant planting, providing high quality, friendly and inviting materials and ensuring there is as much accessibility as

possible. Provide additional grades and details to confirm. Coordination with Engineering is needed to achieve an integrated public realm.

- A.1.20 design development to provide a more significant and visible sustainability aspect, in all landscape areas;

Note to Applicant: This can be achieved by the provision of visible and functional sustainable features, such as integrated stormwater drainage, the use of recycled materials, hardy well adapted plant materials, maximum depth of planting soils, etc.

- A.1.21 design development to provide Urban Agriculture plots which meet City guidelines on common rooftop outdoor amenity areas;

Note to Applicant: This is suggested as an intensive, rather than extensive use for the rooftop landscape area.

- A.1.22 provision of more complete information on the landscape plans, to include the following:

- i. sections for all upper levels plans, complete with accurate reference labels;
- ii. grades at all changes in elevation on all upper levels plans;
- iii. retained trees, in coordination with arborist report, shown as part of the all ground level landscape plans;
- iv. a Tree Management Plan, complete with dimensioned tree protection barriers, in coordination with arborist report;
- v. dimensions on sections and details for, depth of soil for all planting over structures, to confirm they exceed CSLA standards;
- vi. line of underground parkade structure, clearly delineated;
- vii. clearly shown notes, labels and references, away from overlapping print for better readability;
- viii. a Letter of Assurance for Arborist supervision, complete with dates and signatures of owner, arborist and contractor, detailing the activities which should be supervised, including recommended advanced root pruning as per arborist report;
- ix. confirmed trenching locations for utility connections, avoiding conflict with tree root zones and addition of the following note:

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

Note to Applicant: Methods of tree protection for street trees (as approved by Park Board) to be shown on the Tree Management Plan, confirming no conflicts with tree barriers. Relocation of trenching locations are required if in conflict with tree protection.

- x. provision on the landscape drawings of landscape features intended to create a 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 built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at:
<http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.)

Crime Prevention Through Environmental Design (CPTED) Conditions

A.1.23 design development to incorporate CPTED measures including the following:

- i. ensure clear view lines and good lighting around building access points including elevator and entry entries and fire exits;
- ii. provide white walls in parking areas;
- iii. avoid deep alcoves and concealed spaces; and
- iv. reduce opportunities for intentional damage around the building with deterrent paint, planting, murals or artworks on blank walls;

Note to Applicant: Measures should reflect the specific risks in the area.

Housing Services and Real Estate & Facilities Management Conditions

A.1.24 design development for the common areas of the social housing Air Space Parcel (ASP) to meet the requirements of the City of Vancouver's *Housing Design and Technical Guidelines*, including, but not limited to, the following;

Note to Applicant: Common areas of the social housing ASP include such areas as the indoor and outdoor amenity areas, office, manager room, lobby, accessible washrooms, janitor rooms, storage space, heat treatment room, elevators, and loading bay.

A.1.25 design development of the social housing units ASP to meet the requirements of the City of Vancouver's *Housing Design and Technical Guidelines*, including, but not limited to, the following:

- i. provide 5% of units as accessible, distributed evenly by unit types (i.e. two studio, two 1-bedroom, two 2-bedroom, and two 3-bedroom);

Note to Applicant: This may require redesign of some 1-bedroom units into studio units to reallocate floor area to meet the distribution of accessible units by unit type. All accessible units must be designed to meet accessibility code requirements per the City of Vancouver's *Social Housing Design and Technical Guidelines*, *BC Housing Design Guidelines* and *VBBL* as required.

- ii. design development to achieve studio units closer to 400 sq. ft. (37.16 sq. m) in social housing studio units;
- iii. design development to achieve studio units with a minimum finished narrow unit dimension to be not less than 3.66m (12 ft.);

Note to Applicant: The size of many of the social housing units is significantly below the requirements of the *Housing Design and Technical Guidelines*. Where possible, increase the size of the studio units closer to 37.16 m² (400 ft²) and provide the minimum finished narrow unit dimension closer to 3.66 m (12 ft.) to improve livability where possible.

- iii. provide 3.7 m² (40 ft²) of in-suite storage, including a minimum clear horizontal dimension of 1.2 m in all directions; and

Note to Applicant: If in-suite storage cannot be achieved in all units, at a minimum in-suite storage should be provided for family units (2 and 3-bedrooms) and an additional storage locker may be provided below grade when this is not possible. Accessible units must have in-suite storage.

- iv. all units to have a minimum of one egress that does not require stairs to enter the unit.

Note to Applicant: A meeting with City staff before submitting a Prior To response is required to discuss project requirements and specifications based on City of Vancouver's *Housing Design and Technical Guidelines*.

- A.1.26 provision of minimum 2.43 m (8 ft.) clear floor-to-ceiling heights in the social housing ASP free of obstructions and projections including lighting and sprinkler heads in all circulation areas including corridors, common use areas including amenity, program and office spaces, as well as inside the units in living and dining rooms and bedrooms;

Note to Applicant: This requirement should be shown in the drawings including unit sections or reflected ceiling plans. Mechanical, electrical and structural coordination required and indicated on the drawings due to proposed 2.64 m (8 ft. 8 in) floor-to-floor height. Or signed and sealed letters from mechanical and structural engineers providing assurance that the minimum ceiling height can be met as required.

- A.1.27 provision of a 2.74 m (9 ft.) clear floor-to-ceiling height in the amenity room;
- A.1.28 provision of a minimum 57 vehicle parking spaces (including 6 accessible spaces) for the social housing ASP as well as one short-term drop-off parking space for the family childcare on the site that shall be located in proximity to the elevators serving the social housing ASP;

Note to Applicant: Please refer to Rezoning Condition 2.17(c).

- A.1.29 provision of Class A bicycle spaces as required for social housing ASP;
- A.1.30 design development to provide an accessible path of travel from the elevators to the garbage/recycling rooms, loading, and bicycle storage on the ground floor;
- A.1.31 provision of user-friendly circulation, safe access and wayfinding for all entry points and service spaces throughout the social housing facility, on levels (P2, P1, and, ground level to level 6);

Note to applicant: At BP stage, provide effective signage throughout parking levels, street level and interior spaces of the building. Dedicated security alarm and card reader access system required for all points of egress and openings including all shared paths of travel for fire exiting.

- A.1.32 design development of outdoor play area that is shared by both the social and market housing units;

Note to Applicant: Provide detailed drawings of outdoor play area, including materials, play elements, and equipment (if provided). Natural landscapes that encourage imaginative play and motor-skill development are recommended. See *High-Density Housing for Families with Children Guidelines* for detailed information regarding outdoor play areas.

- A.1.33 provision of dedicated, lockable electrical and mechanical rooms with separately metered services for social housing units to safely accommodate items such as hot water tanks, electrical panels, data lines, telephone and security equipment panels, gas, water or hydro meters and any other mechanical or electrical equipment that needs to be accommodated within the building; and

Note to Applicant: Engage an Independent Commissioning Provider (as that term is defined in [BC Housing Building Commissioning Guidelines](#)) that is mutually agreed to by the Owner and the City of Vancouver.

Note to Applicant: The Commissioning Provider is to develop and implement the Owner's Project Requirements (OPR – a written overview and design concepts of the building systems), the Commissioning Plan, and other Commissioning Process Activities, Commissioning Requirements (in accordance with Option 2) as described in the BC Housing Building Commissioning Guidelines to the mutual satisfaction of the Owner and the City of Vancouver. Approved Owner's Project Requirements, Commissioning Plan, and Basis of Design are required prior to release of Development Permit hold to the satisfaction of Real Estate and Facilities Management (REFM).

Applicant to meet with REFM Operations to review OPR, mechanical, electrical, energy, and DDC requirements. (City's DDC Technical Guidelines <https://vancouver.ca/files/cov/digital-directcontrol-ddc-hvac-technical-guidelines-v1.1.pdf>) prior to issuance of Development Permit.

- A.1.34 construction and delivery of the facility is to be secured by a Letter of Credit (LC), provided to the City prior to development permit issuance, the amount of which will be settled as part of the agreements required prior to rezoning enactment.

Note to Applicant: LCs must be in compliance with and in the form set out on the City's Letter of Credit Policy ADMIN 032: <https://policy.vancouver.ca/ADMIN032.pdf>

Arts, Culture & Community Services Conditions

- A.1.35 prior to issuance of a Development Permit the Owner will deliver the following to the Managing Director of Cultural Services and the Head of Public Art:

- i. the approved Detailed Public Art Plan and the 10% Option A Payment; or
- ii. notice that the Owner intends to satisfy the Public Art Requirements through Option B.

Note to Applicant: If the Owner elects to satisfy the Public Art Requirement by way of Option A, then the Owner will be responsible at its sole cost and expense to commission an artist to conceive, create, design, manufacture and install the Public Art at a cost to the Owner of not less than ninety percent (90%) of the Public Art Cost. For greater certainty, in the case of Option A, the Detailed Public Art Plan must be approved by the Public Art Program and the Managing Director of Cultural Services prior to issuance of a Development Permit.

A.2 Standard Engineering Conditions

- A.2.1 provision of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this development permit. The landscape plan shall include the following items and notes:

- i. deletion or relocation of the proposed water fountain from within the 1.0 m wide SRW area near Pacific Street;

Note to Applicant: Please contact Water Design in regards to any proposed water fountains at Water Commercial Services - 604-829-9287.

- ii. deletion of the portion of at-grade exhaust vent from the 1.0 m wide SRW area;
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- iii. deletion of all the bicycle racks proposed within the 1.0 m wide SRW area;
- iv. deletion of all specialty paving from the 1.0 m wide SRW area along Rolston Street and 0.66 m wide SRW area along Beach Crescent and provision of City standard broom finish saw-cut concrete sidewalk within the SRW areas in-lieu of the specialty paving;

Note to Applicant: The SRW areas are required to provide a publically accessible sidewalk extension. The SRW areas must be free of all at-grade obstructions, which prevent pedestrian movement through the SRWs. The SRWs must be free of at-grade mechanical vents and contain City standard broom finish saw-cut concrete in order to meet the City's standards for universal accessibility.

- v. plans updated to show the existing street and bike lane geometry at the intersection of Rolston Street and Pacific Avenue;

Note to Applicant: The plans do not reflect the current as-built geometry at this intersection, which is expected to remain.

- vi. addition of a note and callout on the landscape plans stating that the design of the bike lane and any geometric changes to the street will be as per City issued geometric design;
- vii. all references to concrete curb "type D" on the landscape plans replaced with "type E";
- viii. deletion of the portion of bike lane that is shown between Granville Street and the bike lane along Rolston Street;
- ix. deletion of all references to the 3.0 m SRW which is shown offset from the new property line at the corner of Beach Crescent and Granville Street; and

Note to Applicant: This SRW is no longer required.

- x. show, label and dimension the Public Bike Share (PBS) Station;

Note to Applicant: Space for a PBS station was identified as part of the larger public realm plan under Granville Street Bridge (Vancouver House).

- xi. provision of new street trees adjacent to the development site, where applicable;
- xii. provide a notation on the plan as follows, "Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, installed with approved root barriers and appropriate soil. Root barriers shall be of rigid construction, 8 feet long and 18 inches in depth. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion".
- xiii. delete proposed soil cells shown along Beach Crescent and Pacific Street replace with engineered soil if necessary for new trees on Beach Crescent. Two trees already exist on Pacific Street; and
- xiv. show standard four piece broom finished tree surrounds along Beach Crescent.

A.2.2 provision of improved access and design of bicycle parking and compliance with the Bicycle Parking Design Supplement, including the following:

- i. convenient and stair-free access to/from each Class A bicycle storage room to reach the outside;

Note to Applicant:

- Multiple Class A bicycle storage rooms, located adjacent CRU's 2 & 3, require access to the outside by-way of stairs and a large runnel leading up to Rolston Street. Runnels are not supported here and typically only accepted in hardship cases where they are used for a small number of risers, not a full flight of stairs. As well, runnels do not accommodate oversized bicycle spaces (i.e. bicycle trailers, etc.).
- Access to Class A bicycle spaces located on upper ground plan A2.06 appears difficult via the load court from the market lobby to a single elevator on the north side of the ground floor plan A2.04. Multiple elevator trips are required.
- Consider removing some residential parking spaces to provide room for the aforementioned Class A bicycle spaces to be located within their respective parkades. Explore alternate TDM measures to meet TDM point targets if need be.

ii. minimum 1.5 m (5 ft.) wide access aisle for oversized Class A bicycle spaces;

iii. bicycle storage rooms to accommodate a maximum of 40 bicycles;

Note to Applicant: This number may be increased to 120 if the room is compartmentalized and providing independent access to each section within the bicycle storage room. This number does not include bicycle lockers.

iv. automatic door openers for all doors providing access to Class A bicycle storage;

Note to Applicant: Show or note automatic door openers on plans.

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

Note to Applicant: Racks must be usable for all ages and abilities.

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

Note to Applicant: Update architectural plans to show/note the location of on-site directional signage to/from these spaces.

A.2.3 notation of the following on all ground level and parking level plans:

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

A.2.4 provision of the following information is required for drawing submission to facilitate a complete Transportation review:

- i. passenger, commercial and loading spaces individually numbered on drawings;
- ii. section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and to the underside of raised security gates. These clearances must consider mechanical projections and built obstructions;

- iii. additional partial section drawing to show the full length of the main parking ramp and through Class A and Class B loading. Including elevations, grade, section lengths and minimum vertical clearances;
- iv. areas of minimum vertical clearances labelled on parking levels;
- v. design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings;
- vi. indicate the convenient stair-free access route from each Class A bicycle storage room to reach the outside on plans; and

Note to Applicant: Use of runnels is not supported. Note use of parking ramps or elevators if need be.

- vii. show and number individual Class B bicycle spaces on-site with minimum 0.6 m (2 ft.) x 1.8 m (6 ft.) dimensions on architectural and landscape plans;

Note to Applicant: There does not appear to be residential (social housing) or commercial (retail) Class B bicycle spaces identified on plans.

A.2.5 provision of confirmation of any on-site drinking water fountain location(s) to be shown on the site and landscape plans.

A.2.6 provision of a Loading Management Plan (LMP), including the following:

- i. how the loading facility will operate;
- ii. management of the facility, including on-site loading manager;
- iii. size of the largest delivery vehicle delivering to the site and the expected frequency of all of the deliveries;
- iv. specify routing of the trucks from the arterial streets to and from the loading space;
- v. clarify the largest truck that the loading space(s) are designed to accommodate and provide all vehicle dimensions;
- vi. an expected Schedule of Loading Activity table for all uses;
- vii. identification of loading bays that can be used for unscheduled loading deliveries;
- viii. loading Management and Communications Protocol for all tenants; and
- ix. protocol for dealing with any Class C deliveries that may be required.

Note to Applicant: The LMP must be provided as a separate document and is required due to the reduction to Class C loading for the commercial-retail use.

A.2.7 provision of a finalized Transportation Demand Management (TDM) Plan, to the satisfaction of the General Manager of Engineering Services.

Note to Applicant:

- i. A TDM Plan with a minimum of 12 points for the residential-social use and 24 points for both the residential-strata and commercial-retail uses is required. The proposed plan achieves 20 points for residential-strata and exceeds minimum point targets for both the residential-social and commercial-retail uses. See further notes for options to achieve additional points toward the residential-strata use.
- ii. Provide the TDM Plan as a consolidated package with all letters, proposed TDM details and completed Schedule A worksheets (<https://vancouver.ca/files/cov/transportation-demand-management-schedule-a.pdf>).
- iii. Refer to [Schedule B](#) of the TDM policy for detailed requirements for each measure. The following additional information and clarifications required to accept the TDM measures proposed:

a) FIN-01 – Car Share Membership

1. provision of an updated letter of support from a car share provider to clarify the total number of social and strata units benefiting from this measure as the minimum, as well as the general location of the proposed spaces.

Note to Applicant: Several changes have been made to architectural plans since the date of the current MODO letter, being November 5, 2020. Updated confirmation of proposed car share locations is required. As well, the current letter notes a minimum of 390 benefiting units while details provided for TDM measure FIN-01 note a total of 111 social units and 309 market units, for a total of 420 units.

2. updated TDM plan to provide an operational plan detailing how the memberships will be offered and delivered, and the schedule for doing so
3. updated TDM plan to provide any additional information regarding this measure (e.g., online sign-up portals or additional marketing materials) that demonstrates how the property owner will offer car share memberships and credits.

Note to Applicant: A total of 1 point is achieved for the residential-social use and 2 points for the residential-strata use.

b) ACT-01 – Additional Class A bicycle parking

1. update the TDM Plan and architectural plan(s) to identify the number and location of the additional Class A bicycle spaces. Additional Class A bicycle parking spaces must meet the standards and minimums identified in the Parking By-law, and/or applicable Design Guidelines.

Note to Applicant: A total of 2 points appear achievable for the commercial-retail use for providing 28% additional Class A bicycle spaces.

c) ACT-02 – Improved Access to Class A bicycle Parking

1. update the TDM Plan and architectural plan(s) to identify and/or note the number of Class A bicycle spaces proposed at grade to achieve this measure for each use.

2. updated TDM plan to provide a concept design for excellent design of lighting, finishes, grades, convenience for both residential and commercial bicycle storage.

Note to Applicant: A total of 2 points appear achievable for the residential-strata use and 3 points for the commercial-retail use. Runnels are not supported by Engineering and therefore may not aid in achieving points toward the TDM plan for providing these spaces at grade.

d) ACT-05 – Bicycle Maintenance Facilities

1. updated TDM Plan to include an operational plan detailing:
 - a description of the amenities to be provided;
 - a means of providing access to all residents, commercial tenants and the public (if applicable); and
 - plan for maintaining these amenities.
2. updated TDM plan to provide any additional information regarding this measure (e.g. tool receipts, instructions for using an online sign-up portal, or marketing/ instructional materials) that demonstrates how the property owner will operate, administer, and maintain this common facility.

Note to Applicant: A total of 2 points appear achievable for the residential-strata use.

e) ACT-06 – Improved End-of-Trip Amenities

1. updated TDM Plan to provide a concept design for improved end-of-trip amenities.
2. updated TDM Plan and architectural plan(s) to identify the location, number and type of end-of-trip amenities being provided.

Note to Applicant: A total of 2 points appear achievable for the commercial-retail use.

f) COM-01 – Car Share Spaces

Note to Applicant: A total of 2 points for residential-strata, 3 points for residential-social and 8 points for commercial-retail are achieved.

g) COM-02 – Car Share Vehicles and Spaces

1. updated TDM Plan to provide detailed information as to how and a design to enable members of the car sharing organization access into the building's underground parking 24 hours a day, 7 days a week.

Note to Applicant: A total of 8 points for residential-strata, 16 points for residential-social and exceed the minimum 24 points for commercial-retail/service appear achievable.

h) COM-03 – Additional Pick-Up / Drop-off Spaces

Note to Applicant: A total of 2 points are achieved for both of the residential uses and 2 points for the commercial-retail use. Consider labelling these spaces as shared residential & commercial spaces for additional points i.e. both spaces would be considered accessible to all site uses and count as 4 points toward each use.

i) SUP-02 – Real-Time Information

1. update the TDM Plan and architectural plans to identify the general location for proposed display(s).
2. provide description 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, and service provider.

Note to Applicant: A total of 2 points appear achievable for the commercial-retail use. Consider this measure for points toward the residential-strata use.

j) SUP-03 – Multimodal Wayfinding Signage

1. update the TDM Plan and architectural plans to identify the general on-site location(s) for proposed display(s) in a convenient location(s) for the retail CRUs.
2. provide 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 each site use.

A.2.8 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:

- i. secures provision of funding towards long-term TDM monitoring funding the amount of \$2 per square meter of gross floor area
 - ii. secures the provision of TDM measures on the site:
 - a. FIN-01: Car Share Membership
 - b. ACT-01: Additional Class A Bicycle Parking
 - c. ACT-02: Improved Access to Class A Bicycle Parking
 - d. ACT-05: Bicycle Maintenance Facilities
 - e. ACT-06: Improved End of Trip Amenities
 - f. COM-01: Car Share Spaces
 - g. COM-02: Car Share Vehicles and Spaces
 - h. COM-03: Additional Passenger Loading Spaces
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- i. SUP-02: Real Time Information
 - j. SUP-03: Multi-Modal Wayfinding Signage
 - iii. permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed.
 - iv. agrees to make reasonable adjustments to the TDM measures as requested by the City, based on the TDM monitoring results.
- A.2.9 provision of compliance with the Transportation Demand Management (TDM) Plan, as per the finalized TDM agreements.
- A.2.10 subject to the acceptance of the finalized TDM Plan, Entry into a Shared Vehicle Agreement with the City to secure the provision, operation and maintenance of 6 two-way Shared Vehicle(s) and the provision and maintenance of 6 Shared Vehicle Parking Space(s) for use exclusively by such Shared Vehicle(s), on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services, including the following:
- i. provide 6 two-way Shared Vehicle(s) to the development for a minimum period of 3 years;
 - ii. enter into an agreement with a two-way Shared Vehicle Organization satisfactory to the General Manager of Engineering Services to secure the operation and maintenance of the Shared Vehicle(s);
 - iii. provide and maintain the Shared Vehicle Parking Space(s) for use exclusively by such shared vehicles;
 - iv. make arrangements to allow members of the Shared Vehicle Organization access to the Shared Vehicle Parking Space(s);
 - v. provide security in the form of a Letter of Credit for \$50,000 per Shared Vehicle; and
 - vi. registration of the Shared Vehicle Agreement against the title to the development, with such priority as the Director of Legal Services may require and including a covenant under section 219 of the Land Title Act of British Columbia, a statutory right of way, or other instrument satisfactory to the Director of Legal Services, securing these conditions; and
 - vii. a letter of intent from a two-way car share company indicating their willingness to supply car share vehicles and spaces on the site at building occupancy. The letter is to also indicate acceptance of the general location, configuration and accessibility of the shared vehicle spaces.
- A.2.11 Provision of a draft final Rainwater Management Plan (RWMP) to be submitted to clearly indicate how the onsite system achieves the following:
- i. General Requirements
 - a. Provide preliminary inverts for the proposed storm connection, detention tank, control structure and Water Quality unit on the RWM drawings.
 - b. Provide a preliminary stage-storage-discharge table for the proposed detention tank system.
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Note to Applicant: The stage-storage-discharge (SSD) table should indicate the proposed storage volume and release rate at key elevations throughout the detention tank including the proposed outlet and emergency overflow elevations. For more information and an example SSD table, please contact rainwater@vancouver.ca.

- c. Pumping systems for rainwater management purposes shall be avoided unless used for harvesting purposes. Ensure the rainwater management system drains by gravity except for any areas of the site below the storm connection invert.

Note to Applicant: Review and acceptance of the proposed plumbing, and mechanical designs relevant to the RWM system will be performed by the Plumbing Inspections Department at the Plumbing Permit application stage. The Applicant must ensure all designs are in conformance with the Vancouver Building By-law (VBBL) Book II, Plumbing Systems, which requires that areas of the site above the public sewer connection drain by gravity. Pumping for any parts of the site that could drain by gravity will not be accepted by the Plumbing review team and detention tank design modifications may be required to achieve this. Conformance with the VBBL is not reviewed by Engineering.

- d. Ensure the architectural drawings indicate the location of the detention tank within the underground parkade.

Note to Applicant: This may be addressed at the BP stage when the final tank extents are known but may impact the underground parking configuration.

ii. Volume Reduction

- a. Provide justifications for not prioritizing the Tier 1 practice of Rainwater Harvesting & Reuse.

Note to Applicant: if a substantial proportion of the site (the roof area) can capture precipitation for rainwater reuse purposes, then a treatment system for runoff discharged offsite may not be necessary or a “pretreatment” unit as categorized and certified by Washington State’s TAPE program may be permitted.

Note to Applicant: requirements for non-potable water systems and additional resources such as rainfall data and design guidance may be provided prior to resubmission.

- b. Best efforts shall be made to utilize most or all rainwater detention storage by restricting the proposed target release rate to be below the pre development peak flow rate if the detention tank volume is greater than the pre-development peak flow storage volume due to the deficit in volume capture by Tier 1 & Tier 2 practices.

Note to Applicant: Minimum orifice size is also subject to engineer’s discretion regarding the risk of blockage vs. outflow rate. Hydrodynamic flow control devices are also acceptable but the stage-storage-discharge table should reflect the applicable discharge curve.

- c. Ensure consistency between the landscape drawings and RWMP report.

Note to Applicant: The updated landscape drawings dated June 3, 2022 do not appear to show ground level hardscape grading towards landscape planters as per the previous submission and as assumed in the previous RWMP calculations.

- d. Include supplementary information on the proposed green roof including supplier product specifications if applicable.
- e. Review if the Drawing IRMP-4 detail should be updated to reflect a higher depth of growing medium.

Note to Applicant: The Typical Building Planter detail shows a minimum 150mm growing medium depth, however the landscape drawings indicate higher planter soil depths.

iii. Water Quality Target

- a. Provide information on how the water quality requirement will be achieved on this site, as water quality treatment is required for the first 24 mm (~70% annual average rainfall) of all rainfall from the site that is not captured in Tier 1 or Tier 2 practices and 48 mm (~90% annual average rainfall) of treatment is required for high traffic areas. For the DP submission, the following should be included for review for all proprietary devices:

- Product Name and Manufacturer/Supplier
- Total area and % Impervious being treated
- Treatment flow rate
- Supporting calculations to demonstrate adequate sizing system based on the contributing drainage area.
- Include discussion of the specified treatment device's % TSS removal efficiency certification by TAPE or ETV.
- Location of device in drawing or figure in the report.

Note to Applicant: Provide supporting Water Quality system sizing calculations with the updated submission.

Note to Applicant: Configuration indicates that the Jellyfish unit may be regularly submerged. Confirm if the Jellyfish unit is able to provide the required level of performance under backflow conditions with manufacturer. Otherwise, propose an alternative unit and/or configuration such that the discharge is conveyed through the proposed unit by gravity.

Note to Applicant: It is recommended that the Water Quality unit be located upstream of the detention tank if feasible to minimize the amount of sediment that accumulates within the tank.

Note to Applicant: As it is acknowledged that not all design components are advanced fully at this stage, placeholders will be accepted in this resubmission with the expectation the final RWMP will include all relevant details.

Please contact the City of Vancouver's Rainwater Management Review group for any questions or concerns related to the conditions or comments prior to resubmission with the DP application. A meeting may be scheduled upon request by contacting rainwater@vancouver.ca.

- A.2.12 Registration of a Rainwater Management Agreement to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services prior to the issuance of the Development Permit.

Note to Applicant: The legal agreement restricts the issuance of a building permit until the final Rainwater Management Plan (RWMP) and Operations & Maintenance (O&M) Manual have been

accepted by the City. The approved documents shall be attached to the Agreement as schedules and be registered on the property's title. The rainwater management system shall be inspected as necessary during and after construction. A Registered Professional is to inform the City by letter bearing their professional seal whether the system has been so constructed as per the accepted rainwater management plan and if not, sealed final design drawings showing the details of the modified system must be provided.

- A.2.13 All previous Structures comments from rezoning stand. Additionally, the City requires for review at DP stage, structural drawings, including sections, that clearly show the relationship between the bridge structures, including footings, and the development.

Note to Applicant: The City can provide record drawings of the Granville Bridge and ramps, which the consultant should review, and use for their submissions.

A.3 Standard Licenses & Inspections (Environmental Protection Branch) Conditions:

- A.3.1 the property owner shall:

- i. submit a revised Site Disclosure Statement to Environmental Services;

Note to Applicant: The province rejected the original submitted copy due to missing owner contact name and site map.

- ii. 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;
- iii. 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.
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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 **(August 17, 2022)**. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if Conditions 1.0 and 2.0 have not been addressed on or before **(March 20, 2023)**, this Development Application may 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.
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B.2 Conditions of Development Permit:

- B.2.1 Provision of a final signed and sealed RWMP, which includes a written report, supporting calculations, computer models and drawings to the satisfaction of the General Manager of Engineering Services prior to the issuance of any building permit.
- B.2.2 Provision of a final signed and sealed standalone rainwater Operations and Maintenance (O&M) Manual to the satisfaction of the General Manager of Engineering Services prior to the issuance of any building permit.

Note to Applicant: The O&M Manual will be reviewed in more detail at the BP stage when additional details are available but preliminary comments are included below. The O&M Manual shall include, but not be limited to the following components:

- i. phasing considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established);
 - ii. a table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system and indicate which activities would require occupancy of the public right-of-way;
 - iii. description of how access to each of the proposed rainwater management features would be achieved with all necessary maintenance vehicles and equipment; and
 - iv. inspection and maintenance requirements for the proposed green roof system.
- B.2.3 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law and TDM Plan and Agreement 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 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.2.5 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.2.6 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 W. 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.2.7 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.
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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.2.8 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
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